

Donna Manson
Chief Executive

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

County Hall
Topsham Road
Exeter
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EX2 4QD

(see below)

Your ref :
Our ref :

Date : 29 February 2024
Please ask for : Chelsea Randall 01392 383000

Email: chelsea.randall@devon.gov.uk
:

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

Thursday, 7th March, 2024

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

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 6th December 2023.

3 Items requiring urgent attention

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

MATTERS FOR DECISION

4 Peninsula Transport - Transport Strategy (Pages 7 - 54)

Report of the Lead Officer on the outcome of the consultation and seeking approval of the final Transport Strategy for the Peninsula.

5 Peninsula Transport - Business Plan 2024/25 (Pages 55 - 78)

Report of the Programme Director seeking approval of the proposed Business Plan for 2024/25 and for it to be submitted to the Department for Transport.

6 Communication and Engagement Procurement - Update (Pages 79 - 80)

Report of the Communications and Engagement Lead Authority on the procurement process update.

STANDING ITEMS

7 Finance Update (Pages 81 - 82)

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

8 Communications and Engagement Update (Pages 83 - 86)

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

MATTERS FOR INFORMATION

9 Peninsula Rail Update

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

10 National Highways Update

Update from National Highways on their latest activities, including an update on the A30 Chiverton to Carland Cross scheme.

11 Public Participation

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

12 Dates of Future Meetings

All meetings to be held via Microsoft Teams:

Thursday 13th June 2024 at 10:00.

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

Membership

Councillors A Davis (Devon County Council), Pears (Cornwall Council), M Coker (Plymouth City Council), C Lewis (Torbay Council), M Rigby (Somerset Council)
M Haywood, L Bell (Homes England), Lupu (Network Rail), A Robinson, C Turner (Homes England), S Hayes (Homes England), Leesam (Homes England), G Caplin (Cornwall and Isles of Scilly LEP), A Darley (Highways England), C Dryden (Isles of Scilly), D Glinos (Department for Transport), I Harrison (Heart of the South West LEP), R Stevens (Plymouth Bus), 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

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

For further information please contact Hannah Clark 01392 383487

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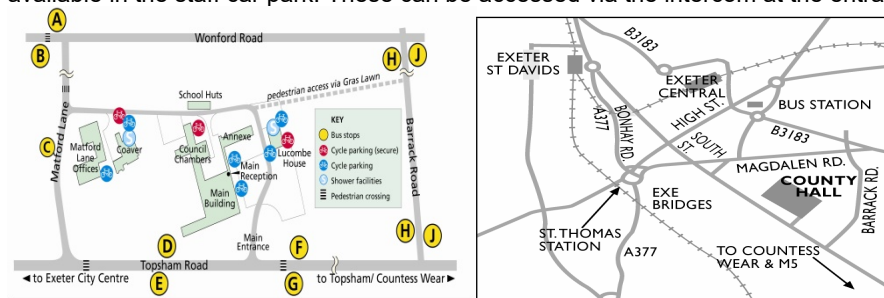
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Contact Main Reception (extension 2504) for a trained first aider.

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

6 DECEMBER 2023

Present:-

County Councillors

Councillors Davis (Devon County Council), Pears (Cornwall Council), Coker (Plymouth County Council).

Co-opted Members:-

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

Apologies:-

Councillors M Rigby (Somerset Council), A Billings (Torbay Council), A Robinson and G Caplin

222 Minutes of the previous meeting

RESOLVED that the minutes of the meeting held on 6th December 2023 be approved as a true record.

223 Items requiring urgent attention

There were no matters raised as urgent items.

224 Peninsula Transport - Transport Strategy

The Board considered the report of the Lead Officer and received a presentation on the Transport Strategy.

The presentation set out the final version of the Strategy and the process undertaken to take into account comments and feedback received from the Board, officers and co-opted members. The Board also heard the proposals for the consultation plan and programme for events and engagement in the new year.

The Board heard that at the final timeline will be given at the next meeting in March.

The Board heard that the Strategy has been developed further based on feedback and comments from Local Authority members, officers and strategic partners etc. The STB occupies a unique space looking right across the network. It's important that the document can be easily read from end to end with the key priorities clear to the reader.

Coast Communications have developed a detailed communication plan. This will include engagement with the Transport Stakeholder forum, a series of webinars, a meeting with the MP and prospective parliamentary candidates.

The Board commented that the strategy is a really good document and its good to see how it refers back to the vision. There are some drafting errors to be ironed out but it's good to see the comments received at the informal meeting in November have been taken into account.

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It was also commented that this stands a good chance for the public to read and understand the STB and lays out important milestones and sets the groundwork for in-depth detailed work in 2024.

It was **PROPOSED** by Cllr Coker, **SECONDED** by Cllr Pears, and **RESOLVED** that the recommendations be taken forward.

225 Peninsula Transport - Draft Business Plan 2024/25

The Board received a paper from the Programme Director setting out the draft business plan for 2024/25. The Board heard that the DfT have recently published Business Planning Guidance for STBs. In advance of full business plans being agreed, the guidance requests that an indicative budget breakdown be provided to enable the department to plan and agree STB budget settlements with Ministers ahead of the start of the next financial year. This budget breakdown is in the form of the proforma as set out within the Board Paper. The budget breakdown sets out the projected staff and resourcing costs for 2024/25 and the remaining funding available for technical studies and commissions.

The Board heard that a full Business Plan will be brought for approval at the next Board meeting in March, subject to further discussions with the DfT.

The Board heard that base funding for 2024/25 has been assumed to be £704,000. This is based on the letter received from Baroness Vere in March 2022 setting out three-year budget allocation proposals. This is inline with advice from the DfT.

The Board raised the issue that local contributions from member authorities and the increased pressure on discretionary spending. It is likely there will need to be further discussion on the process of removing discretionary spend but no decisions have been made year, with a clearer position expected later in the year. The Chair noted these comments and further discussion on contributions will be undertaken in coming months.

It was **PROPOSED** by Cllrs Pears, **SECONDED** by Cllr Coker, and **RESOLVED** that the recommendations be taken forward.

226 Finance Update

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

The Board was asked to note the revised budget, upcoming work package commitments and staff costs – which includes the new staff positions and secondments.

The Board heard that the projected spend is affordable and within the planned budget as set out within the Business Plan for 2023/24, based on receipt of the remainder of funding from the DfT.

The Board heard that there has been a small favourable move in terms of the contingency, and expenditure has accelerate through the completion of a number of Work Packages.

227 Communications and Engagement Update

The Board received a communications and engagement update.

The Board noted the communications paper which showed that the majority of recent activity has focussed on the strategy consultations. Additional activities included:

- Publication of the Peninsula Transport Rail Strategy
- Alternative Fuels for Freight revised report has received strong media coverage
- Support and amplification provided for GWR launch of 'tap in tap out' technology on rail services in the region.
- Network North announcement – additional coverage and reaction via social media.
- STB conference 28th February: messaging of strategy will be key.

228 Peninsula Rail Update

PRTF Update

The Board heard a verbal update on the PRTF:

- The PRTF have supported the publication of the Rail Strategy document.
- No PRTF meeting has been held since the last Board meeting.
- Availability of rolling stock, modal, freight terminals. From road to rail-based movements. Tavistock, restoring railways. Connectivity between south west.
- PRTF engaged with consultation strategy.

Network Rail Update

The Board received a verbal update on Network Rail schemes across the region.

- Lostwithiel footbridge – install deferred until the structure has passed a fire test. Will likely open to coincide with the D7C signalling integration by April 2024.
- Edginswell – Planning permission approved and PACE2 expected to be completed by end of January 2024. Change paper issued to DfT was not successful. Torbay now seeking alternative options for additional funding requirement of up to £10m.
- South West Mobile Connectivity – signal strength tests have been carried out. Contractor heads of terms signed in November with commercial contract likely to be in place by end of March 2024. There will then be a programme developed for roll out on network.
- South West Rail Resilience Project – Phase 2 works to be completed by end of March 2024. Phase 3 covering rockfall shelter at Parson's Tunnel close to completion. Phase 4 cliff resilience work ongoing with land agreements and rail access being negotiated. Phase 5 OBC planned for submission by end of October 2024 following support announcement as part of Network North.
- West Devon Transport Hub – LUF funding yet to be received from DHLUC but have been using own funds to maintain momentum. PACE1 finalised with PACE2 commencing with NR Contractor Octavius. Ecology, Ground Investigations and Topo being progressed.
- Mid Cornwall Metro – Implementation agreement discussions in progress. Detailed design continuing to progress.
- Tavistock Line – OBC being progressed. Supportive statement as part of Network North.
- Wellington and Cullompton – progressing with current focus on ecology surveys. FBC on target for end of January 2024. Octavius progressing PACE2 as framework contractor with Atkins. Land acquisition at both sites now key to the programme.

Further Updates on Strategic Developments

- Publication of the PT Rail Strategy
- Plymouth Metro Development – NR looking at how to get more from existing stations on the network as well as a potential new station on the east of Plymouth
- Industry revenue generative initiative: generating revenue and saving costs through increased usership.
- Decarbonisation: rolling stocks across peninsula needs to be replaced. Working with GWR to make more sustainable fleet.

229 Co-Opted Members Update

Department for Transport

- Series of ministerial changes at the DfT. Guy Opperman MP, Anthony Browne MP and Lord Davies of Gower (all Parliamentary Under Secretary of States) have joined,

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whilst Richard Holden, Jesse Norman and Baroness Vere have departed. Local Transport (including CRSTS and LUF delivery), buses, active travel and highways maintenance now sit with Guy Opperman MP, with Huw Merriman leading on regions and devolution, as well as rail.

- Network North: £36bn from HS2 will be reinvested in the Midlands and the north, with savings from the Euston quarter redistributed nationally.
- Plan for drivers: department working with stakeholders and local authorities to ensure powers are used fairly and proportionately.
- MRN/LLM Programme – The Network north announcement included uplifts for schemes already in the programme, which has not yet reached final business case.
- New MRN2 programme announced with £1billion for the north, £650m for Midlands and £1bn for rest of country. Full details of the process and eligibility in spring 2024.
- Highways maintenance: £2.8bn roads national resurfacing fund for authorities outside of the midlands and southwest. £76m for Southwest Las for each of 23/24 and 24/25.
- 76 million pounds for southwest for each of two years, letters sent to local authority.
- The £2 bus fare cap to be extended until the end of December 24.
- Zebra 2 scheme – with 56 expressions of interest from local authority and £129m available, application deadline by the 15th December.
- Reimbursement guidance and calculator for the levels of concessionary fare payment have been circulated – this will return the system to be based on the actual passenger numbers. The net expected effect of the changes is likely to be a reduction in overall payments.
- Capital funding: allocation for local authority have been notified now, most local authorities will receive funding.
- City Region Sustainable Transport Settlements – additional £8.5bn funding via Network North. West of England CA to receive additional £100 million means the total indicative allocation for 2027/28 to 2031/32 is £752m.

National Highways

- Road investment strategy:
- Following the Government's consultation on Road Investment Strategy 3 (RIS3) in Summer 2023, work continues to develop the draft RIS which DfT anticipates publishing in the next couple of months. This document will be high-level and set out Government's high-level direction of travel towards the final RIS. It will also set out the overall budget for the RIS (statement of funds available). DfT anticipates publishing RIS3 late in 2024, followed by National Highways' Strategic Business Plan and Delivery Plan setting out how we will deliver RIS3. The final reports of Connecting the Country and the Route Strategies will also be published with those documents. We are thankful to all the STBs for their continued engagement and support in a lot of this work and will continue to work with you over the next 9-12 months as we work towards the final Road Investment Strategy.
- Target of planting 3 million trees by 2030, looking for landowners to plant another 600,000 trees every year from next autumn as NH only have enough room for less than 10% of target.
- A30 Sparkford to Ilchester – 2 years in October since start of construction. Challenges to do with extreme weather means the open for traffic date will not be Winter 2024/25 rather than the planned March 2024.
- Chiverton to Carland Cross – overnight closures of A30 in December for installation of new multi-use bridge at Chiverton. Flyover will be partially opened for traffic in early December.

230 Public Participation

There was no questions from a Member of the public.

231 Dates of Future Meetings

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PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY
5
6/12/23

Board Members noted the dates of future meetings as:

Thursday 7th March 2024 @ 11:00am.

Please use link below for County Council Calendar of Meetings;

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

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

PENINSULA TRANSPORT – TRANSPORT STRATEGY

7 March 2024

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 main outcomes of the consultation process on the strategy as set out in the Lead Officer’s Report.
- (b) The Board note the changes made to the document in response to the consultation feedback and feedback from elected members;
- (c) The Board delegate authority to the lead officer in conjunction with the chair, to make any further presentational changes to the document prior to the publication of the document;
- (d) The Board approve the final Strategy document for adoption; and
- (e) That subject to Recommendation d), a copy of the approved Transport Strategy for the Peninsula be submitted to the Secretary of State for Transport for consideration.

I. Background

It is a key requirement of the Department for Transport for each STB to develop and maintain a Transport Strategy for their region, as set out within STB Business Planning Guidance issued in December 2022 and reiterated in the draft Business Plan guidance issued in October 2023.

“Each STB should have a transport strategy for your region, which has been agreed by the Department and your board, which is comprised of Local Transport Authorities in your region.

In this way, 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 your regional transport strategy. Your regional transport strategy should be reflected in local transport plans – and vice-versa.

This means that your 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 your Local Transport Authorities.”

In response to this Business Planning guidance, Peninsula Transport developed a draft strategy document in collaboration with Local Authority officers and Members, as well as co-opted members.

The draft Strategy was presented to the Board in December 2023. Approval was given to consult on the draft strategy for a period of 8 weeks from 11 December 2023 to 5th February 2024.

Overview of Consultation Responses and Changes to the Strategy

The Peninsula Transport Strategy was subject to a full public consultation. This was predominantly digitally based given the geographic spread of the peninsula. An online survey asked participants questions related to their support for the strategy, its four main outcomes as well as support for the different types of proposed intervention. Offline activity and briefing events took place as well as a series of webinars. The survey also contained open questions where respondents could write their general views on the strategy or on specific elements of it. The consultation report, produced by Coast Communications, is appended to this paper.

The online survey received 339 responses, as well as 16 letters from other stakeholders including key agencies like National Highways, local authorities, other STBs and several focus groups. A joint response from the rail industry was received representing Network Rail and the relevant train operating companies.

There was a notable concentration of responses focussed on a single issue following a social media campaign. Approximately 120 responses explicitly mentioned removal of tolls from the Tamar Bridge.

The volume of single-issue responses partially skews the overall consultation results. However it is considered that the sample of responses not focussed on a single issue is significant enough to gauge the public level of support for the strategy.

In general, the overall strategy was supported, and many comments were received outlining the support for the relatively short length of the document and that its brevity and focus were strengths that meant more people would read the full document and comment.

Over 51% of respondents were supportive of the overall strategy, with a further 37% neutral. Therefore only 12% respondents stated they did not support the overall strategy.

Overall, there was good support (strongly support or support) for each of the strategy outcomes:

- Easier journeys – 89%
- Going electric – 44%
- A connected peninsula – 84%
- Completing the transport network – 78%

The full consultation report, produced by Coast Communications, is appended to this paper.

Transport Strategy and Consultation

The Strategy, appended to this report, is a short, user-friendly document, supported by the extensive evidence base and a series of supplementary notes. The Strategy is intended to reflect the position of the STB and the ambitions of the member authorities and co-opted members.

The Strategy sets out the unique strategic transport challenges that exist in the peninsula region and sets out a strategy to 2050 with a series of proposed outcomes around which the activities of the STB will be based over coming years. The Strategy reflects the national government's priorities of growth and levelling up; reducing environmental impact; and improving transport for the user.

2. Key Outcomes of Strategy

The Strategy is based around a 'strategy for the user' and sets out a series of key outcomes vital to achieving a high quality, integrated strategic transport network for the future. These outcomes are summarised below:

- **Easier Journeys** – making travelling by public transport, walking and wheeling easy and the preferred choice with a consistent level of service; establishing a single source of travel information; and integrating and simplifying the ticketing system wherever possible.
- **Going Electric** – establishing a comprehensive, fairly charged public EV charging network which meets demand; meeting the alternative fuel needs of freight, fleet, passenger transport and commercial users.
- **A Connected Peninsula** – establishing a resilient, safe and reliable network of road and rail links to and through the peninsula; improved freight driver facilities as well as options for sustainable freight movements and intermodal freight connections.
- **Completing the Network** – achieving a fully integrated, resilient, sustainable safe and reliable transport network across the peninsula meeting the demands of all users and fostering economic growth across the region.

Alongside the four key outcomes, a series of immediate priorities have been identified which will form an action plan for the STB core team. This Action Plan will be reviewed and revisited on a regular basis, in order to monitor and evaluate progress.

3. Changes to the Strategy

Considering the responses made to the strategy consultation, minor changes have been implemented. The general structure of the strategy remains unchanged and as a result of supportive comments regarding the brevity and easy to use format of the strategy document, the strategy remains similar in length and structure to the consultation draft.

An informal briefing session for elected members was held on 22nd February 2024 where themes from the consultation responses were reported along with suggested changes to the strategy. Members provided useful feedback to officers which has informed the minor changes made to the strategy presented to the Board.

Additions and changes to the strategy are summarised as:

- Additional wording to reference existing, adopted Peninsula Transport STB strategies and evidence base such as the Rail Strategy, Freight Strategy and Rural Mobility Strategy (also inclusion of hyperlinks in the online version) to point the reader towards the considerable body of background evidence that informed the Strategy;
- Additional wording explaining the benefits of delivering the four strategy outcomes;
- Additional wording to clarify the roles of the STB;
- Additional wording to emphasise commitment to improving accessibility to transport for all users;
- Emphasise that the ‘Going Electric’ outcome relates not solely to electric cars but to other electric vehicle modes such as electric buses EVs;
- Additional wording to emphasise the STB’s role in supporting local authorities with their sustainable transport objectives;
- Additional wording to emphasise the importance of maintenance and renewals to ensure reliability and resilience of our existing transport networks;
- Additional wording to emphasise the importance of the STB’s remit with respect to intra-regional, cross boundary strategic travel rather than simply strategic transport within the Peninsula.

- Additional wording to emphasise the importance of collaboration and partnership working with other STBs

4. Strategic Implementation Plan

The DfT Business Planning Guidance also sets out the expectation that ‘STBs should then develop Strategic Investment Plans based on your transport strategies, which set out the key priority investments which are needed to deliver the transport strategy’.

The Transport Strategy and the four key outcomes will form the basis upon which schemes across the peninsula will be identified and prioritised. The STB will publish a Strategic Implementation Plan (SIP) in the late Spring 2024. This will be accompanied by an Integrated Impact Assessment (IIA) which will include a Strategic Environmental Assessment (SEA), as well as other impacts, to consider the cumulative environmental effects of identified prioritised schemes, and help to inform the develop of the final SIP.

It is anticipated that the draft SIP will be presented to the Board for consideration in Summer/early Autumn 2024.

5. Financial Considerations

The Strategy has been produced within the allocated budgets of the STB for FY23/24. Additional funding has been allocated from the budget to cover the consultation and communication activities detailed above.

The Transport Strategy and it’s identified outcomes will drive the Business Plan for FY24/25 and beyond.

6. Environmental Impact Considerations

As noted above, whilst this strategy does not identify specific schemes, the Strategic Investment Plan which will be produced following the approval of the final Transport Strategy will be accompanied by a Strategic Environmental Assessment to inform the choice of preferred priority schemes based on the relative forecast environmental impacts.

7. Equality Considerations

There are no equality considerations associated with this paper. Relevant equality impacts of the SIP will be considered as part of the SEA and associated Integrated Impact Assessment.

8. Legal Considerations

There are no specific legal considerations associated with this paper.

9. 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 has been produced as part of the final Business Plan for FY23/24. This risk register is monitored and reviewed regularly in conjunction with the DfT. The risk register includes consideration of the Transport Strategy

10. Public Health Impact

There are no public health impacts associated with this paper. Relevant health impacts of the SIP will be considered as part of the SEA and associated Integrated Impact Assessment.

11. Summary/Conclusions/Reasons for Recommendations

This paper provides a summary of the consultation on the draft Transport Strategy for Peninsula Transport to 2050 that was approved for a public consultation by the Board in December 2023. This paper also highlights themes arising from the consultation activity and recommended changes to the strategy as well as an updated strategy, which the Board is recommended to approve.

The Strategy will form the basis of the activities of the STB for coming years. Developing and maintaining a transport strategy for the peninsula region is one of the core functions of the STB. It is recommended that should the Board be minded to approve the updated strategy, that the strategy is submitted to the Secretary of State for Transport for consideration.

-----End-----



PENINSULA TRANSPORT

DRAFT TRANSPORT STRATEGY
CONSULTATION

CONSULTATION AND ENGAGEMENT
SUMMARY REPORT

FEBRUARY 2024

**Prepared by Coast Communications on behalf of
Peninsula Transport Sub-National Transport Body**



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Executive Summary

Peninsula Transport launched the draft Peninsula Transport Strategy for the region (Cornwall, Devon, Plymouth, Somerset and Torbay) and opened a public consultation on the strategy in December 2023. The draft transport strategy set out four outcomes and a route map to achieving a strategic transport network that works for everyone – from businesses to communities and visitors. The final transport strategy will be used to guide regional transport investment decisions through to 2050.

The consultation was predominantly digital-based given the geographic spread of the peninsula. A consultation space was set up online through the Peninsula Transport website with a dedicated survey designed to collate the information required. Offline activity and briefing events took place as well as a webinar series. From the outset the project endeavoured to maximise every opportunity to raise awareness of the strategy and encourage people to have their say. Ultimately the aim of the consultation was to understand the level of support for the draft strategy from stakeholders as well as the wider public before being finalised.

The online survey received 339 responses in total and a further 16 written responses were received. Over 51% of respondents were supportive of the strategy as a whole, with a further 37% neutral. Overall, there was good support (strongly support or support) for each of the strategy outcomes:

- Easier journeys – 89%
- Going electric – 44%
- A connected peninsula – 84%
- Completing the transport network – 78%

One of the key parts of the consultation was to determine what was missing or could be improved in the draft. Key themes raised were the Tamar Bridge/Crossings tolls (120 mentions), improving public transport (56), developing walking and cycling infrastructure (34), comments on electric vehicles (29), and upgrading rail infrastructure and services (25).

Other notable points included improving roads, shifting transport modes from private car usage to public and active transit, addressing bus and coach deficiencies, improving rural connectivity, the need for better parking facilities, stronger environmental commitments, tackling congestion hotspots, reducing the need to travel, and ensuring the strategy coordinates with other policy areas such as planning and social equity. Concerns were raised about digital exclusion, over-reliance on cars, lack of infrastructure specifics in the strategy, and conducting more inclusive consultations.

A full analysis of the online survey and written responses is available in the 'feedback analysis' section of this document.

Following the analysis of responses, the strategy will be updated where possible, and a final draft will be submitted to the Peninsula Transport Board in March 2024 to approve its adoption. Once the strategy is adopted it will be published and submitted to the Department of Transport. The final strategy will be used as the foundation of a Strategic Investment Plan which will be developed in Spring 2024.



Introduction

Peninsula Transport and the draft Peninsula Transport Strategy

Peninsula Transport, is the Sub-national Transport Body (STB) for Cornwall, Devon, Plymouth, Somerset and Torbay councils. The STB provides a collective regional voice about the strategic transport and infrastructure needs of the region in order to boost economic growth. The partnership works directly with the Department for Transport and also involves both the Heart of the South West and Cornwall and the Isles of Scilly Local Enterprise Partnerships, alongside National Highways, Network Rail and Homes England.

Sub-national Transport Bodies were established as part of the Cities and Local Government Act 2016. Peninsula Transport's role is to guide and advise government on regional transport priorities and investment by producing and then maintaining a regional transport strategy.

In December 2023, Peninsula Transport launched the draft Peninsula Transport Strategy for the region and opened a public consultation on the strategy. The draft transport strategy set out four outcomes and a route map to achieving a strategic transport network that works for everyone – from businesses to communities and visitors.

By 2030 the desired outcomes were:

- **Easier journeys:** integrating walking and wheeling with the bus and rail network, to make getting around without a car easy.
- **Going electric:** affordable zero-emission transport through a reliable electric vehicle charging network.
- **A connected peninsula:** safe, reliable and resilient road and rail travel within the peninsula and beyond.

These outcomes would ultimately lead to the key objective of:

- **Completing the network:** improved connections within a growing and fully integrated transport network on a path to net zero.

The final transport strategy will be used to guide regional transport investment decisions through to 2050 and will be the foundation of a Strategic Investment Plan which will be developed in Spring 2024.

Consultation overview

Consultation purpose and approach

The purpose of the consultation was to understand the level of support for the draft strategy from stakeholders as well as the wider public before being finalised.

The consultation ran from 11 December 2023 to 5 February 2024 and was accessible via the Peninsula Transport website www.peninsulatrtransport.org.uk. The consultation was predominantly digital-based given the geographic spread of the peninsula. A consultation space was set up online through Peninsula Transport's website with a dedicated survey designed to collate the information required.



All consultation materials were available online but it was also essential to offer offline alternatives through face-to-face meetings, engaging with representative groups, postal responses and print advertorial. Documentation was available as a hard copy on request with alternative versions (easy read and audio versions) available readily on the website.

Communications and engagement aimed to raise the awareness of the draft transport strategy, manage expectations and support the consultation with activity planned to encourage feedback from a wide representation of stakeholders from across the peninsula. In order to achieve this, communications used a mix of channels to promote the consultation and a cascade approach to promotion was taken, intended to reach STB stakeholders, and also to utilise partners' and stakeholder's own channels. Materials enabled stakeholders to respond but also to understand and promote the STB's work easily.

Overview of engagement activity

Online consultation space

A single space for the consultation was created on www.peninsulatransport.org.uk to facilitate central coordination. This space included the strategy, links to the evidence base, a stakeholder toolkit (see below for details), link to the survey, an easy read version of the strategy, an audio version of the strategy as well as the project FAQs. An image of the consultation space page is available in Appendix 5.

Stakeholder engagement

MPs and Prospective Parliamentary Candidates: MPs were invited to a drop-in surgery session at Portcullis House Monday 11 December 2023. This was also supported by a written briefing issued to all MPs with a constituency covering the Peninsula Transport geography. Prospective Parliamentary Candidates (PPCs) were invited to a zoom session on 11 January 2024, as an opportunity to introduce the STB and its work, learn more about the strategy and raise any questions or concerns. All PPCs who have been announced at the time of the consultation received a written briefing.

Transport Forum: the Peninsula Transport Stakeholder Forum came together for a workshop in Exeter on 17 January 2024. The group received a presentation followed by a question and answer (Q&A) opportunity. Attendees also took part in breakout groups to discuss the four priority outcomes of the strategy and if there was anything to add, emphasise more or change for each. The workshop was attended by 11 members of the forum.

Key discussion points in the Q&A session included:

- Strategy implementation
- Learnings from the implementation of other initiatives to speed up delivery – i.e., integrated ticketing
- The need to emphasise safety
- Resilience – the balance between enhancement and resilience and also data on the required levels of resilience
- The strategy timeline was welcomed
- Lack of detail around benefits in delivering the strategy, also any quick wins
- Linking in with planning



- Draw out the peninsula's unique points more
- Emphasis on optimising economic benefits

A full summary of the break out session discussions is available in Appendix I.

Webinar series: three webinars were held via MS Teams during the morning, afternoon and evening to maximise attendance and accessibility. The online webinars were public, free and offered a virtual presentation about the strategy, followed by a Q&A session.

The first webinar was held on 16 January 2024 between 10:00-12:00, the second on 18 January between 12:00-14:00 and the final webinar was held on 24 January 2024 between 18:00 – 20:00. In total, 74 attendees came to all three webinars. The table below provides a breakdown of attendees, questions asked and the topic areas covered during Q&A session for each webinar.

16 January webinar	18 January webinar	24 January webinar
19 attendees	28 attendees	27 attendees
15 questions asked	12 questions asked	9 questions asked
Topics included: <ul style="list-style-type: none"> • Funding • Cycling • HGV facilities • Accessibility • Bus services • Public toilets • Education access • Alternative fuels for public transport • Freight modal switch 	Topics included: <ul style="list-style-type: none"> • Traffic 'rat runs' • Safety • Devolution • Collaboration • Active travel connectivity • Role of rail • Future engagement 	Topics included: <ul style="list-style-type: none"> • Coordination and support for other plans • Reporting back results of consultation • Road connectivity • Tamar Crossings • Accessibility • Resilience • Parking

Other meetings: Vision Zero South West Invited Peninsula Transport to present the strategy to their Board on 14 December 2023.

Promotion

Email campaign: on 12 December 2023, the email campaign started and emails were issued to all the relevant stakeholders regarding 'Peninsula Transport seeking your views: consultation on regional transport strategy launched'. The emails were also designed to encourage onwards sharing to maximise our stakeholders' channels.

Further reminder emails and the webinar dates were issued between 5 January 2024 – 12 January 2024, which allowed attendees to register for the webinars. From this information, webinar links were distributed to the registered attendees on 11 January 2024. Further stakeholders and networks were engaged as opportunities were identified through the consultation. Final email reminders were issued on 29 and 30 January as a last chance to have your say.



Over 1,190 contacts received emails over the course of the email campaign. Groups included member authorities, neighbouring local authorities, co-opted members, transport industry and operators, business networks, STBs, Parish Councils, Peninsula Rail Task Force and its stakeholder advisory group, South West Freight Forum, disability groups, tourism representatives, higher and further education organisations and those who had fed back on Peninsula Transport Vision in 2021.

Social media: a supporting social media campaign was implemented to amplify the public consultation. Both X (formerly Twitter) and LinkedIn was used to promote the strategy, consultation and webinar events. On X, there were 13 posts relating to the consultation and strategy, these posts started on 12 December 2023 and finished on the 6 February. On LinkedIn, there were nine posts relating to the consultation and strategy which also started on 12 December 2023 and finished on 6 February 2024.

Media releases: were issued on 11 December 2023 to launch the consultation and also 29 January 2024 as a final call for responses. The launch release was issued to local and region media outlets across the South West as well as key transport trade outlets. The final call was issued to local and region media outlets across the South West.

- Peninsula Transport seeks your views – consultation on regional transport strategy launched: <https://www.peninsulatrtransport.org.uk/news-articles/peninsula-transport-seeks-your-views-consultation-on-regional-transport-strategy-launched/>
- Not long left to share your views with Peninsula Transport on regional transport strategy: <https://www.peninsulatrtransport.org.uk/news-articles/not-long-left-to-share-your-views-with-peninsula-transport-on-regional-transport-strategy/>

Print and digital advertorial: paid for advertorial was placed in the Western Morning News as the key print outlet covering the entire geography of Peninsula Transport. Adverts were half page insertions and were placed on a Saturday (13 January 2024 and 27 January 2024). A four week digital advertorial campaign was also run using geotargeting technology to users with a postcode in the Peninsula Transport region. This ran throughout January 2024. Appendix 2 sets out the assets used.

E-newsletter: Peninsula Transport's first e-newsletter was launched in January 2023, this contained key information relating to the draft transport strategy and was issued to over 350 contacts signed up.

- Newsletter: <https://mailchi.mp/b5c80197b3ad/peninsula-transport-news?e=cc4bb30f28>

Partner channels: the STB communications were issued to each local authority press offices to help promote the work more widely through channels such as residential newsletters.

Supporting documentation

Graphics: a number of graphics were produced to support the consultation. These were suitable for social media and were used by the STB but also available to on our website as part of the stakeholder toolkit for those who were wanting to share their own content. The graphics can be found in Appendix 6.



Communications toolkit: provided information and graphics for stakeholders to help spread the word. This included key links, key messages, stakeholder briefing, information on webinars and graphics. The stakeholder toolkit was available on the website and was also linked during the email campaign: <https://www.peninsulatrtransport.org.uk/peninsula-transport-strategy-consultation-communications-toolkit/>

- Key messages: https://www.peninsulatrtransport.org.uk/wp-content/uploads/2023/12/PT_TS-core-script_FINAL.pdf
- FAQs: <https://www.peninsulatrtransport.org.uk/transport-strategy-faqs/>
- Stakeholder briefing: https://www.peninsulatrtransport.org.uk/wp-content/uploads/2023/12/PT_TS-consultation-stakeholder-briefing_FINAL.pdf

Accessible options: Peninsula Transport used a PO Box for anyone wanting to respond the consultation by post. In addition, easy read and audio versions of the draft strategy were also produced. Anyone further assistance or alternative versions were encouraged to get in touch: info@peninsulatrtransport.org.uk.

- Easy read: <https://www.peninsulatrtransport.org.uk/wp-content/uploads/2023/12/Peninsula-Transport-Strategy-01-12-23-EASY-READ-V2-accessible.pdf>
- Audio: <https://www.peninsulatrtransport.org.uk/transport-strategy-audio-version/>

Presentation: the same presentation was used for all audiences. The presentation covered the role of STBs, Peninsula Transport's remit, Peninsula Transport's achievements to date, evidence base, strategy for the user and a summary of each priority outcome: easier journeys, going electric, a connected peninsula and completing the transport network. A copy of the presentation is available: http://www.peninsulatrtransport.org.uk/wp-content/uploads/2024/02/PT_strategy-presentation.pdf

Feedback analysis

The survey was publicly available and open to all who were interested in feeding back on the draft Peninsula Transport Strategy. In total 339 responses were submitted via the online survey and 17 written responses were sent via email. No responses were received by post. Each data set was coded and analysed for recurring themes. The following analysis is based on themes raised rather than individual replies to take into account one individual raising a number of issues.

The breakdown of demographic data is available in Appendix 3.

Responses to the online survey

In total 339 responses were received to the survey. This included the removal of one data repeat. The responses to the online survey are summarised below.

View of the strategy

Question: What do you think of the Peninsula Transport Strategy?

To assess the extent of support for the strategy, respondents were asked to indicate their level of support for the transport strategy overall. 51% of the 339 respondents indicated

support for the strategy, with a further 37% neutral in their support. Only 9% of respondents opposed the strategy overall with a further 3% opting not to answer.

	Number	%
Strongly support	51	15
Support	123	36
Neutral	125	37
Oppose	16	5
Strongly oppose	15	4
No answer	9	3
Total	339	100

Views of the priority outcomes

Question: When considering transportation needs, to what extent do you support the four priority outcomes set out in the strategy?

Respondents were asked to indicate their level of support for of the priority outcomes, easier journeys, going electric, a connected Peninsula and completing the transport network. Overall good support (strongly support or support) for each of the strategy outcomes:

- Easier journeys – 89%
- Going electric – 44%
- A connected peninsula – 84%
- Completing the transport network – 78%

Full breakdowns of each priority outcome is set out below.

Easier journeys

	Number	%
Strongly support	222	65
Support	81	24
Neutral	23	7
Oppose	1	0
Strongly oppose	3	1
No answer	9	3
Total	339	100

Going electric

	Number	%
Strongly support	75	22
Support	74	22
Neutral	120	35
Oppose	26	8
Strongly oppose	30	9
No answer	14	4

Total	339	100
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A connected peninsula

	Number	%
Strongly support	182	54
Support	103	30
Neutral	40	12
Oppose	2	1
Strongly oppose	3	1
No answer	9	3
Total	339	100

Completing the transport network

	Number	%
Strongly support	181	53
Support	86	25
Neutral	53	16
Oppose	1	0
Strongly oppose	5	1
No answer	13	4
Total	339	100

Views of proposals

Question: When considering how Peninsula Transport delivers the strategy to 2030, to what extent do you support the proposals set out under each area of transport?

Respondents were asked to indicate a level of support for the proposal under each mode section of “A Strategy for the User” roadmap.

Proposal	% Strongly Support/Support
Walking and wheeling	68%
Bus and coach	86%
Rail	85%
EV infrastructure	51%
Roads	74%
Airports and ports	56%
Digital, technology: EV demand forecasting	41%

Digital, technology: delivery of pilot schemes in freight and rural mobility	51%
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A full breakdown of the level of support for proposals under each of the transport areas is in Appendix 4.

Missing elements

Question: Looking at the challenges, priority outcomes and proposals, is there anything that you feel is missing from the Transport Strategy?

262 said they felt there was something missing from the strategy with 259 respondents providing further feedback. Respondents took the opportunity to share current challenges, suggest missing elements or improvements as well as raise general concerns or critiques about the strategy.

Key themes raised were removing Tamar Bridge/Crossings tolls (120 mentions), improving public transport (56), developing walking and cycling infrastructure (34), comments on electric vehicles (29), and upgrading rail infrastructure and services (25).

Other notable points included improving roads, shifting transport modes from private car usage to public and active transit, addressing bus and coach deficiencies, improving rural connectivity, the need for better parking facilities, stronger environmental commitments, tackling congestion hotspots, reducing the need to travel, and ensuring the strategy coordinates with other policy areas such as planning and social equity. Concerns were raised about digital exclusion, over-reliance on cars, lack of infrastructure specifics in the strategy, and conducting more inclusive consultations.

Broad theme	Mentions
Tolls	120
Public transport	56
Walking and wheeling	34
Electric vehicles	29
Rail	25
Roads	22
Modal shift	17
Bus and coach	16
Parking	15
Environmental	14
Strategy	13
Congestion	11
Poor connectivity	6
Coordination with other policy areas	6
Resilience	5
Car reliance	4
Reducing the need to travel	4

Airports	4
Consultation	3
Digital exclusion	2
Other	15

Looking at each theme in more detail

Tamar Tolls: the responses were dominated by single issues responses in relation to removing the Tamar Tolls. 120 responses in total referred to the Tamar Tolls, these tended to refer to the Tamar Bridge referenced were also made to Tamar Crossings as a whole. Eight of the responses under congestion were in reference to the Tamar Crossings. One comment under 'other' mentioned upgrading the Tamar Ferry.

Example: "Toll free tamar bridge (sic) crossing or at least Free crossing for local residents (eg.PL postcodes) reduce travel time, congestion and eases access to hospitals, schools and other essential services." PT119

Public transport: a total of 56 responses mentioned public transport in general. Responses relating specifically to rail as well as bus and coach modes are explored separately. 13 responses make reference to current issues with public transport frequency, coverage and services. Where specifics are mentioned, locations include rural provision, Clay Villages, Greater Bideford, Widegates, and Ivybridge. Building on the current challenges, 12 responses suggest improvements are needed to public transport frequency and coverage. Where mentioned specifics include rural provision and South Hams.

Ten responses wanted to see better coordination between bus and train services with one response mentioning Sherford specifically. The cost of public transport is mentioned by six responses either as a current challenge or an improvement to be made. A further six responses reference the need for better information. Four responses focus on public transport accessibility and the need to ensure accessibility is included in the strategy; one response also mentions that active travel can be detrimental to disability groups. Two responses mention the need for integrated ticketing.

Example 1: "Much of our area is rural so I believe the priority should be to provide an integrated, reliable and most importantly frequent public transport network. An example is in North West Devon. We now have an excellent hourly train service that links Okehampton to Exeter and the rest of the country. However the bus service to Okehampton station from Bude, Holsworthy and Halwill has been reduced to only every three hours. The result is that people are forced to use their cars more and more if they wish to take advantage of the train service. Not integrated or frequent!" PT005

Example 2: "Buses which are planned to connect to trains! Or even through ticketing where bus and train ticket is combined. Probably impossible but it would be wonderful!" PT226

Example 3: "There is nothing in there to support the disabled, many like myself are reliant on our cars as access to public transport is severely limited, I cannot use a bus or train unless I am guaranteed a seat, similarly people in wheelchairs have very limited access many bus drivers ignore them in favour of people with prams taking precedence." PT042

Walking and wheeling: a total of 34 responses related to walking and wheeling, these responses could be broken down in a key number of sub-themes. Seven responses suggested that it should be easier to take a cycle on public transport. Two responses were concerned by the current lack of cycling infrastructure and 14 responses wanted to see the development of cycling routes. Many of these responses gave specific areas including between towns, beyond public transport hubs, Exeter to Crediton, Liskeard to Bodmin, the National Cycle Network, to public transport hubs, rural areas, a strategic network, Teign Estuary, and Teignmouth to Newton Abbot. Four responses suggested walking routes should be developed. Safety in relation to walking and wheeling was mentioned by seven responses either describing a current concern or suggesting improvement was needed.

Example: "Providing plenty of spaces on trains and buses for bicycles without prior booking being required. This will encourage people to cycle further if they know they can get public transport back to their starting point. Providing cheap mini buses running frequently in rural areas, replacing the double-deckers that are so often almost empty and too big for the roads. Increasing the number of off road cycle lanes and tracks to encourage families to cycle in safety. The existing few are very popular. Making public transport as easy to use as possible, eg providing joined up access to the hospitals from rural areas." PT250

Electric vehicles: a total of 29 responses mention electric vehicles. Two responses mention the need to decarbonise public transport fleets while four responses called for electrification of the rail network. One response mentions the National Grid infrastructure and a further two discuss charger installation funding and subsidy. Three responses suggest e-bikes and e-scooters should be included relating to either use or charging facilities. Four responses suggested that hydrogen should be included in the strategy. 13 responses expressed concern for electric vehicles, principally cars, several of these responses mention costs and environmental impact as well as EVs simply replacing petrol/diesel cars like for like.

Example 1: "The strategy does not reference national grid infrastructure and generation or transmission of energy, including hydrogen on which the strategy is silent." PT025

Example 2: "Needs to be more emphasis on modal shift - road to rail, car to bus. Electric vehicles are all very well, but private transport continues to be a massive drain on resources. Manufacturing millions of electric cars is not the answer to climate change." PT265

Rail: a total of 25 responses mentioned rail specifically. Four of these responses suggested improvements to existing rail infrastructure. Where specifics were given, these included Dawlish, main lines, and the redoubling of Salisbury to Exeter. Six responses wanted to see an improvement to rail services or timetabling, one response focussed on the need for a Sunday morning service. The remaining responses wanted to see the rail network expanded either through new stations, new lines or the reopening of disused lines. Where specifics were given, these included an alternative route between London and Penzance via Dartmoor, Barnstable and Tiverton Parkway; Barnstaple platform; Coleford junction; Langport and Somerton; Okehampton to Bere Alston; a route over Dartmoor; Plymouth to Okehampton; Barnstaple to Ilfracombe; and Plymouth to Tavistock to Okehampton. One response suggested issues with connectivity and accessibility of Plymouth Train Station.

Example: "Should priorities (sic) current stations in your rail strategy, before or alongside new. Many need improvements in terms of their infrastructure and accessibility. Too much emphasis on new new new, ignoring the current which are there to support communities, but often don't. Same for service enhancements, more at current stations before new stations. What about electric trains or emissions from current trains, including 40 year old HST' still being retained." PT331

Roads: a total of 22 responses mention roads. Road improvements are suggested in 12 of the responses. Where details are given, specifics include A38, A385, A303, A358, A35, A38 Carkeel and Trerulefoot, bypass for Landrake and Tideford, bypass from bridge to Trerulefoot, and the North Devon Link Road. Seven responses mention road maintenance as either a current concern or a needed improvement. One response suggested that road capacity needs to be increased and the final responses in this theme mentioned road space reallocation and traffic management.

Example 1: "The A38 needs up grading for any plan to work." PT169

Example 2: "Dualling the A303 trunk road. Strategies to remove freight from road to rail. Proper maintenance of the existing road network - not just repairing potholes." PT256

Modal shift: a total of 17 responses fall under a modal shift theme. Six responses highlight a need to increase the amount of freight moved by rail, five responses recommended a reduction of car numbers, three suggested the emphasis should be on modal shift and other responses included increasing active travel, prioritising walking and cycling as well as public transport.

Example 1: "Alternative fuels for Logistics Sector. Addressing the need for extra freight capacity of the rail network." PT332

Example 2: "Stop investing in new road capacity. Where is your demand reduction strategy? Strongly object to: "Prioritise enhancement of strategic road links to and through the peninsula". Where is your transport carbon reduction strategy? Where is your road space reallocation strategy to support making: "Walking, wheeling and public transport are the preferred choice for most journeys" and "Sustainable travel ,in to the peninsula becomes the preferred choice for private journeys"?? Where is your strategy to accelerate modal shift to sustainable transport?" PT024

Bus and coach: a total of 16 responses specifically mention either bus or coach services. 13 responses suggest improving bus service frequency and services. Where specifics were mentioned, these were both rural and urban. The need for longer distance coach services was mentioned by two responses. One response mentioned bus stop improvements.

Example: "Keep the buses running, do not axe routes. Do not close bus depots, drivers need a base near their home. Too many bus companies have closed depots, this in turn effects passengers, old & young." PT255

Parking: a total of 15 responses mention parking. Improved provision was called for at park and ride, short term stay, as well as cycle parking facilities. The cost of parking was mentioned in six responses and the availability of parking mentioned in two responses. One response suggested the use of a work place levy.

Example: “Make it possible for people living in rural areas to get to work and back by public transport. Make sure Park and ride is available at all entry points to cities.” PT300

Environmental: a total of 14 responses commented on environmental factors. Five responses called for stronger commitment to climate change and emission reduction, two suggested that decarbonisation should be sooner in the timeline. Five responses are concerned that road improvements will undermine carbon emissions reduction and two responses were concerned by the environmental impacts of airports.

Example: “Statement about reducing carbon emissions with target percentage reduction.” PT070

Strategy: the strategy itself was mentioned in 13 responses, these were largely critiques including, lack of infrastructure schemes mentioned, lack of vision or ambition, realism, underestimation of challenges, lack of detail, strategy should be demographically led, and national relevance content.

Example: “Lamentable ambition and lack of any real substance! A transport strategy needs to lay new transport infrastructure, but there's little if any, and that's to 2050! Ye Gods! For instance, we need more rail routes and stations! A second line around Dartmoor down to Plymouth, rail connectivity from Barnstable to Ilfracombe and to Bideford! This plan needs to reverse Beeching cuts, it doesn't. Its largely a triumph of form over substance.” PT035

Congestion: 11 responses mention congestion, with the majority focussed on congestion as a current issue. Specific areas mentioned include A30, A385, Tamar Bridge, Tamar Crossings, and urban areas.

Example: “I think the strategy is good. However, connectivity will increasingly be a challenge due to congestion on the A30, the main route along the peninsula. Until something is done to ease the long queues at the Loggans Moor roundabout and the congestion caused by the traffic lights at St. Erth station, no amount of transport improvements in the very South West can really be accomplished.” PT008

Poor connectivity: six responses mention poor connectivity as a current challenge. Several responses gave further details of including, connectivity nationally and internationally, North Devon, rural, and Greater Bideford.

Example: “Connection from this area to rest of UK. Existing rail options to Midlands in particular are poor & incredibly expensive, especially when compared to options for getting to London. Air links from region haven't recovered from effects of Covid pandemic.” PT016

Coordination with other policy / areas: six responses in total suggest that the strategy has a role in other policy areas. Two mention the need to coordinate the development of transport with planning and future development. A further two responses suggests that the strategy has a role in addressing deprivation and one response raised concern about capacity in relation to house building.



Example: "The role transport can play in addressing the severe socio-economic difficulties facing much of the Peninsula." PT315

Resilience: five responses mention resilience needing to be a priority. Four of the five responses focus specifically on the resilience of the rail network.

Example: "I think there should be specific reference to making railways resilient to flooding. At the moment rail services are heavily disrupted when there are floods, but roads are much less vulnerable." PT321

Car reliance: four responses expressed concerns around car reliance, either that the strategy was too focussed on moving people away from using a car or that for part of the peninsula, particularly rural areas, a car was necessary.

Example: "Realism - it is unrealistic to conceive that rural communities will ever achieve the level of connectivity that can be achieved in urban areas or larger communities; it would be unaffordable. The heavily subsidised bus service running through our village does not remove the need for reliance on car ownership for most day to day functions and only serves a very small proportion of the population of a rural parish. The nearest train service is 17 miles away and no direct bus service." PT281

Reducing the need to travel: four responses suggested that the need to travel should be reduced. This also included two mentions of 15-minutes communities.

Example: "Actively reducing the need to travel in the first case....eg promoting local shops and services near new housing. There is a total lack of joined up thinking in promoting this strategy and yet supporting a planning system that allows new housing on green field sites away from jobs and services." PT044

Airports: four responses mentioned airports, one suggested better airport connectivity in general, there were two calls to reopen Plymouth Airport and a further response suggested that Newquay Airport could be supported better.

Example: "Re-opening of Plymouth Airport." PT302

Consultation: three responses focussed on the consultation. One expressed issue with the survey, one requested the STB engage with those with disability and poor mobility and another response suggested that ideas should be collated first before the strategy developed.

Example: "It would be nice to have the region's peoples and business views and ideas first rather than the other way around. On the whole I imagine people are concerned with their own transport issues and you then look at the strategic overview. By improving the roads it encourages more people to use them not less, you need to get people out of their cars and so have to make bus alternative more attractive by focusing on regular good routes. This is not happening for me, living in a rural area, quite the reverse." PT009

Digital exclusion: two responses raised concerned relating to digital exclusion.



Example: "Digital exclusion will isolate many residents from using public transport." PT305

Other: a total of 15 responses mentioned items that were standalone and did not fall easily into the priority themes. These included:

- The challenges of air link recovery, rural decarbonisation, rural mobile connectivity, and safety
- Missing elements of alternative fuels for freight; car sharing and car clubs; easy, cheap and sustainable travel; for the user; sensible transport types; Torpoint ferry upgrade; and quantifiable targets
- Critiques of less studies more action, digital connectivity not a replacement for lower skilled workforce, and funding source.

General comments

Question: Do you have any comments on the draft Peninsula Transport Strategy?

Engagement

Of the 339 survey respondents, 199 left general comments (59%). The subsequent percentages in this section are measured against the total number of comments made, as opposed to the total respondents. The majority raised one issue in their general comments, however:

- 46% of the comments raised two or more points
- 23% raised three or more points

Positive/negative spread: 16% of comments were clearly positive. 39% were mixed/neutral, and 45% had a negative sentiment.

Concerns: respondents tended to use this section to raise concerns, the main themes from these comments relating have been summarised below.

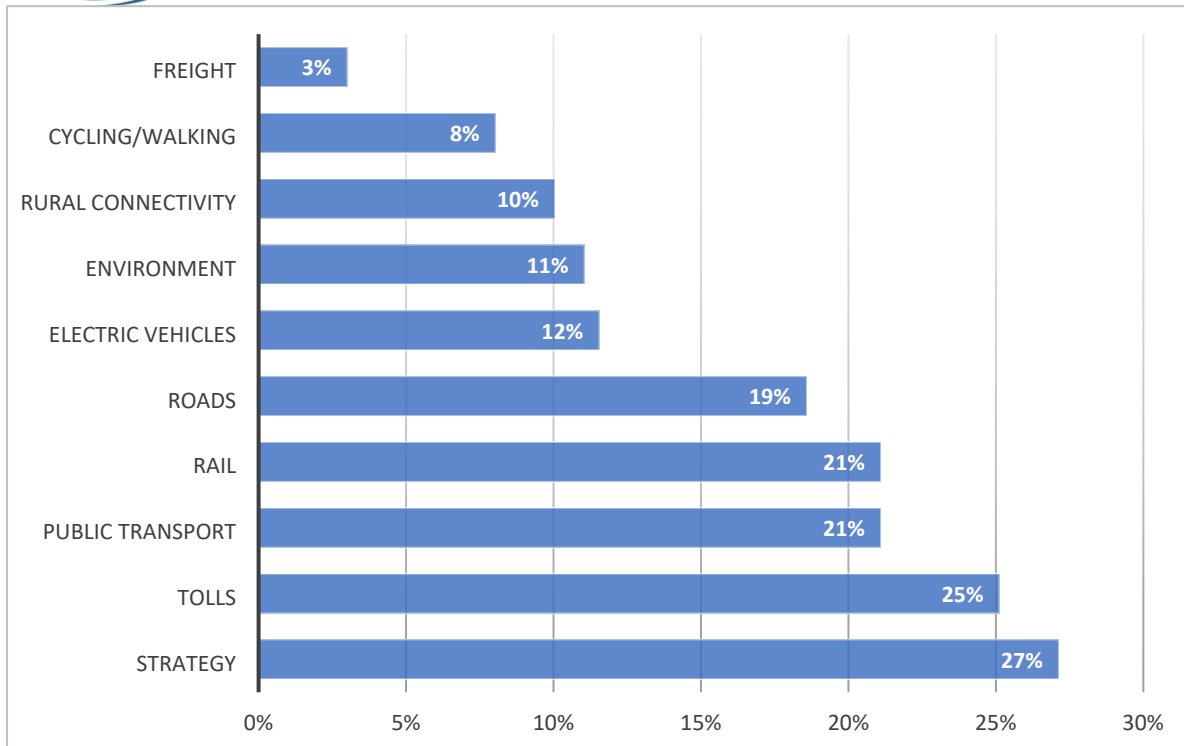


Figure 1: Key themes recognised in relation to concerns expressed during general comments of the strategy.

Looking at each theme in more detail

Strategy:

- Had a diverse range of comments, ranging from questioning the scope to the presentation and engagement involved to outright support of the whole strategy (10%).
- 16% of strategy-based concerns raised questions over how the strategy would be implemented.
- 11% of these concerns raised concerns over economic factors such as cost and affordability.

Tolls:

- These were all comments in objection to the Tamar Bridge (and Tamar Crossing) toll, with a couple raising issues other than cost, such as the congestion arising from the toll booths.

Public transport:

- There was a diverse range of comments spanning reliability, connectivity, cost, frequency and integration. The biggest concern with 14% of transport comments was connectivity, such as how public transport connected with major transport links.

Rail:

- Of the respondents mentioning rail by far the biggest concern was surrounding infrastructure (45%), including need for improvements, suggested tracks to reopen or improve.



Roads:

- 51% of comments relating to roads were about congestion, followed by suggestions for specific improvements of stretches of roads (24%).

Electric vehicles:

- This covered a range of opinions on electric vehicles, many questioning the validity of perusing EV, and a small number questioning the specifics of the roll-out of chargepoints.

Environment:

- Environment issues were diverse ranging from air quality, bio-diversity, climate change and emissions, flooding resilience and travel corridors.

Rural connectivity:

- This category crosses over into many of the others such as rail and public transport but includes those who specifically mentioned issues in rural areas.

Cycling/walking:

- Largely support of improving cycling and encouraging walking, and developing trails where possible. There were also mentions of need for allowing cycles on public transport.

Freight:

- These comments were about the use of freight on both rail and road, and questioned the best methods to either reduce, or push more onto rail.

Written responses

A total of 16 written responses were submitted to the STB via email. No responses were received via post. Responses were received from a range of organisations including local authorities, industry organisations, other STBs, community transport groups and individuals.

Nine responses expressed support for the strategy or priority outcomes. A number of responses suggested document changes to diagrams, wording and emphasis. All responses took the opportunity to either set out general comments, missing elements, provide further information or improvements as well as some critiques as summarised below:

- Improvements to **bus services** and the role of **coach services**
- Focus on **active travel** infrastructure particularly the improvement of cycling infrastructure including cycle access on trains, secure parking, adapt buses, segregated cycle paths, road layout
- More emphasis on **safety** including rural road junction improvements for safety
- References needed to the **evidence base**
- Less reliance on **EVs and technology**
- Look at **wider connectivity** issues such as A31 and A35 congestion; deliver Yeovil South Chord rail link and noting importance of **cross-border connections**
- Improve transport **accessibility** including access for disabled people

- Describe the **benefits** of delivering the strategy
- Including **measurements of success**
- Business case **evidence** for rail route reinstatement (the Northern Route) and the Peninsula Transport 2022 survey results relating to bus routes in south-east Cornwall
- **Public transport fleet decarbonisation**, addressing how to move away from our existing diesel fleets and the need for electric public transport
- Critical of **lack of urgency** reflected in outcomes - prioritise walking, cycling, public transport; bold measures to enable active/public transport preference. Existing carbon reduction commitments, investment rebalancing was identified as missing
- The strategy needed budget details
- **Parking** incentive for public transport as well as parking information provision
- Suggestions for **freight mode shift**
- Need for the strategy to **support net zero goals of local authorities and national targets**
- **Impact assessments**
- Note the challenges around **integrated ticketing and coordinated information** across the peninsula
- The **STB's role** going forward
- Fifth objective **“Optimising the Economic Benefits of the Network”**
- **Lack of detail**

Conclusion and next steps

Peninsula Transport's aim was to determine the level of support for the draft transport strategy with key stakeholders and the wider public. From the outset the project endeavoured to maximise every opportunity to raise awareness of the strategy and encourage people to have their say.

Online information was provided through the project website, social media and email, with local media providing a forum for information sharing. A dedicated postal address allowed people without access to the internet to get in touch. Online engagement events through the webinar series were supplemented with face-to-face opportunities such as meetings and briefings were appropriate.

Reaction to the strategy has been considered positive overall, there is particularly good support for the priority outcomes. Easier journeys, going electric, a connected peninsula and completing the transport network. Ultimately, there were no significant issues raised to the strategy.

Following the analysis of responses, the strategy will be updated where possible and a final draft will be submitted to the Peninsula Transport Board in March 2024 to approve its adoption. Once the strategy is adopted it will be published and submitted to the Department of Transport. The final strategy will also be used as the foundation of a Strategic Investment Plan which will be developed in Spring 2024.

Appendices

Appendix I: Transport Forum: breakout session discussion points

Easier journeys

Group 1

- Integration: resilience, reliability, if they can't rely on it, they won't use it.
- Shared bikes and scooters, in Bournemouth to Plymouth. More work with the rail industry.
- Create an identity: what is that area? Have one website where all the information Bournemouth to Plymouth is all there.
- This is the integration: How do you set something up that is sustainably funded, to plan your journey other than Apple maps and Google maps etc.
- Linkage for other STBs – travel line. Be able to go to a place for information – how other STBs are developing with instant links to others.
- London- we want to sponsor Uber.
- Big companies, disposal make sure what you have is okay.
- Have shared bikes at the station.

Group 2

- Want to see emphasis on accessibility.
- Demand responsive transport particularly in rural areas could offer flexibility and could put into the document under integrated ticketing.
- Active travel – safety is one of the biggest barriers to getting more people to use active modes.
- Buses are not available.
- The themes are not universal, for example, cycling is impossible in rural areas but great in cities. Information however is universal and must be across the whole peninsula.
- Should it include parking information – it is a transport strategy and not a public transport strategy.
- A lot of investment will come from the private sector and therefore we need to be looking at what works for them.
- Need to consider where the information is shared, where do people access this information the most?
- Real time information is a key phrase (under easier journeys) and alternatives in the event of delays – integrated information hub.
- There is work in Scotland at the moment around motorbikes looking at positioning on the road.
- Is safety STB or local authority level?
- Intermodal freight, the last part of the journey – is that part of the STBs remit? There is a need for intermodal freight terminals.

Group 3

- Would be good to use the technology of 'ticket split' (but across all modes) to get the best price.
- Good idea, generally agreed with.

- The interchange between modes is really important:
 - Especially in regard to active travel. Walking and cycling is good for first and last mile so having the confidence of lit footpaths/signs/cycle parking.
 - Often, when you leave a train station, it's a bad introduction to a place. They need to be welcoming places where people feel comfortable.
 - This needs to be year-round as well. Consideration needs to be taken to how people act in the rain etc.
 - There is a domino effect – if you see other people doing it, you're more likely to do it.
 - Cycling (for example) needs to be embraced and become a normal part of society.
 - Needs to be attractive enough to try, once people try it, they're more likely to try it again.
- Timetabling is very important – should be *ticketing and timetabling* or added to the *interchange* bullet.
 - Timetabling between modes and within the same mode (for example, trains could be lined up better) will be key to integrating services.
- Something is needed to say that 'active modes' are the preferred option.
 - Whilst also balancing the fact that in some parts of the region the car will remain the most used mode/necessary mode.
- There's a lot of reliance on digital/technology which makes it not hugely accessible to all.

Going electric

Group 1

- Discussion about the phrase 'going electric': we have decided to stick with it, as EV vehicles are the main priority now, but we are not excluding alternative vehicles.
- Could be a bit clearer, don't cut off the future – such as alternative fuels within freight.
- There is a huge increase in postal delivery services – Amazon and smaller industries, such as the food industry.
- Slow freight, carriage and equipped for small parcels, Amazon would jump on the back of, smaller vehicles and Amazon in terms of electric vehicles.
- Lots of opportunities for freight: rail business talk about train loads of freight not small businesses for freight.
- The highlands postal bus still takes people along on the journeys.
- For example, in New Zealand parcel deliveries in an Amazon van, etc have a few spare seats that someone can jump on the back of.
- There is no reference to the South West: clean energy. The message should be, 'we can generate this energy why are we not showing that we can use it in the South West'.
- Sea and the wind can still generate that energy, cable, and infrastructure.
- Main grid connections, Bristol to Reading – Western Gateway: The South West's USP is clean energy: electric.
- Hydrogen is also included, brown hydrogen, green hydrogen, and the need for clean energy. Green hydrogen – energy can be converted. A hydrogen plan should be put in place.
- EV charging- how are we going to get higher.

- Take freight into the railway, electrification enables more capacity, don't have to invest in additional traffic, services, and maintenance.
- With the right incentives, the availability to charge your EV. Bristol airport could cover their parking with EV charging, as well as supermarkets.
- Could be advertised as, come to Bristol to charge your EV and be green.

Group 2

- Decarbonisation – is there a value to the savings made using rail over road when EV trains are very unlikely in the peninsula currently.
- Might be worth putting hydrogen in the strategy.
- Going electric is a really important thrust of the of the strategy as it is influencing very current decisions and the STB must champion this for the area.
- There should be a fifth outcome in optimising the economic benefits of the network – this is what we need because we are doing X – what is the economic argument or is this in the delivery plan?
- Relationship with the local authorities needs to be clear i.e. STB works to bring schemes forward that connect communities to the network.
- What are the outcomes and the interventions that sit behind them?

Group 3

- Reference to open source charging vs Tesla (or similar) charging
 - Open source gives greater confidence to the general user groups – universality.
 - If Tesla (for example) has taken the easy energy source it makes open source charging more difficult to get in place and therefore more expensive.
 - Accessibility
- *Going Electric* is the outcome but not sure this is the correct outcome. *Decarbonisation* should be instead.
 - For example, in some cases hydrogen may be a more appropriate alternative fuel.
 - This would then also capture active travel.
 - TW details that *going electric* was chosen to make it a priority which can be achieved whereas *decarbonisation* is huge – lots of conversations are had but individual things get lost.
 - The outcome/priority goal is then the opposite of the first bullet points (alternative fuels)
 - Including the active travel aspect then confuses the priorities again.
 - Suggestion of '*Alternatives to traditional fuels*'
- This is strategic but has there been any consideration of residential charging.
 - It should encompass it – it should be an all-encompassing network. However, strategic is the main focus, and beyond that support should be given to local authorities.
 - Need to make sure that residential (beyond strategic) is not forgotten.
 - Local authorities and the peninsula need to consider the strategic gaps where the private sector may forget.
- *Standards and Information* are mentioned in *Easier Journeys* but are a key part of *Going Electric* too.
 - Wider conversation about information would be needed too – from government down about how information is shared/disseminated.

- Increase confidence and customer experience
 - And the private sector has an invested interest in this.
- *Going Green* as an alternative name for the priority.
- Pilot schemes could be run at train stations or interchanges, and motorway service stations (for example).

A connected peninsula

Group 1

- There is no reference to other STBs – there needs to be a reference for uniformity.
- Along the south coast as well as, Devon, Dorset, Southampton.
- Western Gateway is more north south, Waterloo, must go through three places, are different areas required to go through different priorities.
- For each route a sponsoring STB is needed – Peninsula lobbying the other two STBs – we can assume those conversations are happening.
- Bristol airport: easier journeys through ticketing, going across boundaries.
- The STB must break into the interchanges. Target specific routes that are priorities – such as Bristol airport.
- 20% of Bristol airports flows of people are coming from the South West, it is hard to know how much are going to the South West, this is difficult to capture.
- Connectivity is dreadful for those that travel from abroad, how can we make travel easier for them.
- Bath 3rd most visited destination / city.
- Modernise some of our integration modes, link to Western Gateway maybe.
- Having not booked and not being able to get a space on a coach – National Express, the frustration of having to find an alternative method.
- Improving bus links to the airports.
- Small bits of money to get those small bits done such as ticketing.
- Could have 6/7 good buses, that require a little bit of money.
- The reality is small steps, create good opportunities.
- The influence of an STB needs to be considered.
- High profile activity – the selling of this strategy – especially for key members of parliament is essential.
- Influence for the South West. Bring in bigger players from the private sector.
- Help MPs get the message across, prominence is needed.
- The government tends to say the South West is affecting two STBs.

Group 2

- Does the strategy make enough emphasis on out port facilities for freight movements in the South West i.e. Millbay Quay strengthening.
- Better access to Bristol Airport by road and public transport needs improvement.
- All outcomes will require digital connectivity, 4G as a minimum across the region.
- Emphasis on the need for a reliable and sustainable energy supply, battery storage might be an option but also look at opportunities around Hinkley. Look at strategic hubs for DNO connectivity.

Group 3

- Something should be said, in particular, about safety – such as the safety challenges, or safety outcomes.
 - Safety is engrained in everything but it being specifically pulled out would be good.
 - Safety will move towards more resilience.
- Boiling down what *a connected peninsula* actually means for different users?
 - Within the Peninsula? In and out of the Peninsula?
 - It's about making sure people are connected properly.
 - Need to identify the main generators of movement and making sure there is facilities for that.
 - Unclear exactly what it means
 - Perhaps a summary sentence for each priority would be useful.
- Some understanding/reference for seasonality.
 - Making sure people have knowledge of connections before they come to visit (for example, instead of everyone driving down to the Peninsula for their summer holiday)
 - Different challenges through the year.
 - Reliability all year through, capacity in the summer for example.
 - Strategic versus lived experience.
- *Information* is also a key part of this.
 - Allowing people to make an informed decision.
 - This is applicable for daily journeys (such as how rush hour peaks may affect commuter journeys) and tourism (how when your holiday is may affect congestion).

Completing the transport network

Group 1

- The A38 – to south Cornwall, the priority for this is safety, make a dual carriage way on the A40 – would this be suitable?
- This is down to this definition of this priority, what does it mean?
- Make it clear that this is ongoing process and not the last completed stage.
- Something the strategy is pointing towards, such as resilience – refocused around it, refine this in a better way.
- One thing for everybody, and link this back to the same strategy.
- Modernising issues – what is freight? Two carriageways.
- The structure to the railway is an issue.
- Self-harm issue is a main issue and needs to be addressed. Local authority bridges- should have higher up fencing. It is a social problem. The stresses and strengths of other social networks. For example, the man who was recently awarded for saving several lives on railway platforms from self-harm. Potentially having someone for these people that they can talk to on the platforms where they can be directed for help.
- What is the reporting process for self-harm? The specified treatment and measures in place? From National Highways and Network Rail. This issue indicates the need for more support.

Group 2



- Customer confidence.
- Mobile signal is needed for getting real time information.
- Reducing the reliance of the car.
- Need to show the value of the area.

Group 3

- Didn't get to discussing this.

Appendix 2: advertorial assets

Western Morning News

URN: 226389485-01 Date: 2024-01-13 Section: Main
 Advertiser: COAST COMMUNICATIONS LTD Page: 18/56



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Saturday, January 13, 2024 WESTERN MORNING NEWS

WMN2

Flavour of the farm sees restaurants up for award

TWO restaurants in Cornwall are in the running for the 'best farm to table' restaurant title in The Good Food Guide Awards 2024. Coombeshead Farm, near Lanneston and Crocaddon in St Mellion have made the shortlist among four other restaurants.

The Good Food Guide will celebrate its annual awards on Tuesday, January 30, when winning eateries over the country will be crowned by the Institution. The guide, in partnership with F&S, will host the awards which will see more than 200 guests from across the country gather to hear which restaurants will be crowned the best in their categories.

The Good Food Guide, an institution of 73 years standing, was acquired in 2021 by Knife & Fork Media, which owns hospitality trade media platform CODE. Publisher Adam Hyman said: "I was delighted that we were able to become the new owners of The Good Food Guide and provide a future for such an iconic brand."

"We've had to make some big

MOLLY SEAMAN
 Molly.Seaman@reachplc.com

changes; the Guide is now digital only, our editorial has expanded and we have introduced events for our readers. We have a fine balance to strike between modernising the guide for a new audience and retaining the importance of long-form restaurant criticism."

Over the past two years, The Good Food Guide has set its inspectors to work, anonymously inspecting and reviewing thousands of restaurants in all corners of the country. All inspection meals are paid for in full by the guide to protect its legacy of honest, unbiased criticism. With an overhauled scoring system, establishments that pass muster are now awarded a rating of local gem, good, very good, exceptional and world class. Only 30 restaurants across Britain will hold the rating of exceptional or world class, reflecting the extraordinary level of excellence required to reach this level.

Elizabeth Carter, editor of the



Coombeshead Farm restaurant

guide for the past 17 years, commented: "New ownership, a modernised Good Food Guide. It's a new era and, along with a revamped rating system, our awards have been overhauled to reflect the fast-paced changes in Britain's current gastronomic landscape. The Good Food Guide Awards 2024 are all about the sheer pleasure of good food in all its diversity. Our shortlisted restaurants are setting the standard by which all others should be measured."

The Good Food Guide Awards 2024 will be hosted at the Theatre Royal Drury Lane whose owner Lord Lloyd Webber, is a long-time advo-

cate of The Good Food Guide. He comments: "As someone who met The Good Food Guide founder Raymond Pooagate and owns a copy of every published Good Food Guide, I am thrilled that The Good Food Guide has made its way into the capable hands of Adam and the team at Knife & Fork Media. It's an institution and a guiding light in the industry of food criticism and restaurant discovery."

Set amongst 66 acres of meadows, woodland and oak-lined streams, Coombeshead Farm is a guesthouse, bakery and working farm offering glorious isolation and farmhouse comforts in the heart of Cornwall's rural countryside. Open as a farm shop, restaurant and guesthouse, visitors to the farm can fully immerse themselves in the site, or just enjoy a tasty meal.

Crocaddon is another example of impeccable local farm turned restaurant that prioritises products sourced from the site. In their own words, they are "a soil-centric farm with a restaurant at its heart". The



menu is led by the produce grown on the land and they believe that the better the quality of the soil the better it produces a better taste of produce.

The complete shortlist of special award nominees is as follows:

Best New Restaurant

- Doecian, London; Higher Ground, Manchester; Lark, Suffolk; Mountain, London; Myse, North Yorkshire;



Transforming the economic performance of the South West



Peninsula Transport Strategy

Your chance to have your say

Peninsula Transport, the sub-national transport body for Cornwall, Devon, Plymouth, Somerset and Torbay is seeking views on its draft regional transport strategy.

A route map to achieving a strategic transport network that works for everyone – from businesses to communities and visitors.

Easier Journeys

Going Electric

A Connected Peninsula

Completing the Transport Network

Get involved and find out more by visiting our consultation space: www.peninsulatransport.org.uk

- Read the strategy and tell us what you think through our survey
- Register for one of our free webinars:
 - 16 Jan: 10:00 - 11:30
 - 18 Jan: 12:00 - 13:30
 - 24 Jan: 18:00 - 19:30

Consultation closes 5 February 2024

Get involved and find out more by visiting our consultation space: www.peninsulatransport.org.uk

Western Morning News

URN: 226389485-03 Date: 2024-01-27 Section: Main Advertiser: COAST COMMUNICATIONS LTD Page: 19/52



WESTERN MORNING NEWS Saturday, January 27, 2024

19

WMN2



Clive Myrie will explore how his family history has influenced his world view

the first opportunities for deep mathematical insight into the world, how understanding maths can help us play games better, and how both maths and games are integral to human psychology and culture. Former head of the international affairs think tank Chatham House, Sir Robin Mblett talks about his new book which focuses on the tensions between the US and China and what he sees as the new Cold War, whilst journalists Sam Peters and Hannah Barnes will be exploring why investigative journalism is more important than ever. Both are behind two of the biggest news investigations of the recent era: Sam Peters was the journalist who first raised the issue of the potential link between concussion in sport and early onset dementia and brain damage; Hannah Barnes led the BBC Newsnight team behind the NHS's Gender Identity Development Service, based at the Tavistock and Portman Trust in North London.



Prof Simon Armitage will be talking about his creative process

dents from the region at a free event earlier in the day subsidised by the Festival's outreach work. Professor Marcus du Sautoy is widely known for his work to popularise mathematics. He appears reg-

ularly in the media and has written numerous academic articles and popular books on mathematics. He'll be talking about his new book, Around the World in 80 Games, investigating how games provided

Tickets, already on sale to Festival Friends, will be on general sale from January 28. All events take place in St Peter's Church, Budleigh Salterton. To book call 0333 666 3866 or visit budlifest.org.uk

Advertisement for Peninsula Transport Strategy consultation. Includes Peninsula Transport logo, a map of the South West region, and text: 'Peninsula Transport Strategy Your chance to have your say'. It details the consultation process, provides the website www.peninsulatrtransport.org.uk, and lists four key goals: Easier Journeys, Going Electric, A Connected Peninsula, and Completing the Transport Network. The consultation closes on 5 February 2024.

Appendix 3: breakdown of demographic data

Total: 339 (one repeat identified and removed)

Organisation - What type of organisation do you represent?

Type	Number	%
Individual	263	78
Local government	23	7
Other stakeholder	25	7
Business	23	7
No answer	5	1
Total	339	100

Organisation Size - How big is your organisation?

Of the 66 answers provided

Size	Number	%
Small - fewer than 10 employees	32	48
Medium - 10 to 99 employees	15	23
Large - 100 or more employees	19	29
Total	66	100

What is your postcode?

Postcodes have been sorted into areas as well as local authority area.

Area	Number
Bristol, City of	2
Cornwall	125
Dorset	3
East Devon	11
Exeter	17
Mid Devon	11
North Devon	10
Plymouth	24
Somerset	7
South Hams	18
Swindon	1
Teignbridge	10
Torbay	10
Torridge	12
West Devon	15
No answer	63
Total	339

Local Authority	Number	%
Cornwall Council	125	37
Devon County Council	104	31
Plymouth City Council	24	7
Somerset Council	7	2
Torbay Council	10	3
Other	6	2
No answer	63	19
Total	339	100

Age - What was your age on your last birthday? Please select the most appropriate category.

Category	Number	%
16 - 19 yrs	1	0
25 - 34 yrs	6	2
35 - 44 yrs	22	6
45 - 54 yrs	32	9
55 - 64 yrs	89	26
65 - 74 yrs	60	18
75 - 84 yrs	35	10
85 or over	1	0
Prefer not to say	17	5
No answer	76	22
Total	339	100

Sex - Please can you tell us your sex?

Gender	Number	%
Male	135	40
Female	110	32
Prefer not to say	18	5
No answer	76	22
Total	339	100

Disability - Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Category	Number	%
No	194	57
Yes, limited a little	38	11
Yes, limited a lot	6	2
Prefer not to say	24	7

No answer	77	23
Total	339	100

Ethnicity - Please tell us your ethnicity? Please tick the box which best describes your ethnic group or background.

Category	Number	%
Different ethnic group	5	1
Mixed or Multiple ethnic groups	4	1
White	216	64
Prefer not to say	33	10
No answer	81	24
Total	339	100

Respondents providing further clarity on 'Different ethnic group' included Cornish, White British and unspecified.

Dependants - Do you have children under 16 years of age?

Category	Number	%
Yes	38	11
No	199	59
Prefer not to say	22	6
No answer	80	24
Total	339	100

Carer - Do you consider yourself as a carer for a relative or friend?

Category	Number	%
Yes	38	11
No	198	58
Prefer not to say	23	7
No answer	80	24
Total	339	100

Employment - What is your current employment status? Please select the most appropriate category.

Category	Number	%
In full time education	1	0
In full time employment (30+ hours a week)	74	22
In part time employment (less than 30 hours a week)	21	6
Look after the household/children/other relatives	3	1
Other	8	2
Prefer not to say	23	7
Retired	104	31
Self employed	22	6

Unable to work due to long term sickness or disability	3	1
Unemployed	4	1
No answer	76	22
Total	339	100

Respondents providing clarity on 'Other' included volunteering, unpaid work and using saving/investments.

How did you hear about this consultation? (Max. 250 letters)

Category	Number	%
Borough Council	1	0
Council communications	33	10
Email	45	13
Email - Board Member	6	2
Email - indirect	9	3
Email - previous consultation	3	1
External group	32	9
Local MP news letter	5	1
Media	19	6
Local radio	5	1
Online	21	6
Parish Council	15	4
Social media	12	4
Social media - indirect	48	14
Stakeholder	5	1
Town Council	7	2
Unclear	9	3
Website	2	1
Word of mouth	16	5
No answer	46	14
Total	339	100

Contact organisation - Organisation (if applicable) – online survey

Alwington Parish Council
 Ashburton Town Council
 Barnstaple Town Council Rock Park Skate Park
 Bridgwater Transport Forum
 Chartered Institute of Logistics and Transport
 Chief Executive, Wollens
 Cornwall Council
 Crediton Town Council
 Destination Plymouth
 Ermington Parish Council
 EVs Ltd



Exeter & Teign Valley Railway
 Exmoor National Park Authority
 Exmouth Town Council
 Freightliner
 Halwill Parish Council
 Hennock Parish Council
 Launceston Town Council
 Lewdown Grouped Parish Council
 Logistics UK
 Newton Abbot CTA
 NHS England
 Northern Devon Cycling Campaign (NDCC)
 Osborns Models Ltd.
 PL:21 Transition Town Initiative
 Plymouth Cycling Campaign
 Ponsanooth Parish Council
 Private individual house owner
 Rail Freight Group (RFG) - London
 Railfuture Secretary, Devon & Cornwall regional branch
 Royal Cornwall Hospitals Trust
 Safe38
 Saltash Tennis Centre
 Signs Express Exeter
 South West Friends of the Earth
 South Western Railway
 SPC
 St Erth Parish Council
 St Neot Parish Council
 Stowford Parish Council
 Sustainable Tiverton
 Taw & Torridge TUC
 The Bristol Port Company
 The Ivybridge Chamber of Commerce
 TMAR Bridge group
 Torbay Rail Line User Group
 Totnes Town Council
 Transition Tavistock
 Transition Tavistock Travel Action Group
 Travel Watch South West
 Trew Rail Limited
 TTAG
 University Hospitals Plymouth NHS Trust
 Visit Exmoor
 VZSW
 Water Filtration & Pump Services
 WCFoE
 XR
 Yealm Community Energy Ltd



Organisations that submitted written responses / feedback

Dorset Council

Exeter Cycling Campaign

Heart of the South West LEP

Joint rail industry (Network Rail, GWR, South Western Railways, CrossCountry)

National Highways

Plymouth Cycling Campaign

Somerset Bus Partnership

South West Infrastructure Partnership

St Germans & Area Public Transport Group

Sustrans

Torbay Council

Transport Action Network

Transport for the South East

Western Gateway

Appendix 4: full break down of level of support for the proposals under each transport area

Walking and Wheeling: Walking and cycling enhancements at public transport hubs

	Number	%
Strongly support	131	39
Support	99	29
Neutral	76	22
Oppose	14	4
Strongly oppose	8	2
No answer	11	3
Total	339	100

Proposals - support or oppose - Bus and Coach: Integrated timetabling, ticketing and information

	Number	%
Strongly support	178	53
Support	112	33
Neutral	36	11
Oppose	2	1
Strongly oppose	2	1
No answer	9	3
Total	339	100

Proposals - support or oppose - Rail: Service enhancements, new stations and resilience schemes continuing to progress

	Number	%
Strongly support	210	62
Support	77	23
Neutral	39	12
Oppose	3	1
Strongly oppose	2	1
No answer	8	2
Total	339	100

Proposals - support or oppose - Electric Vehicle (EV) Infrastructure: Expanding the EV charging network including in rural areas, to meet forecast demand

	Number	%
Strongly support	80	24
Support	91	27
Neutral	102	30
Oppose	31	9
Strongly oppose	24	7

No answer	11	3
Total	339	100

Proposals - support or oppose - Roads: Enhancement, safety and maintenance schemes on the major and strategic road networks

	Number	%
Strongly support	149	44
Support	101	30
Neutral	58	17
Oppose	11	3
Strongly oppose	7	2
No answer	13	4
Total	339	100

Proposals - support or oppose - Airports and Ports: Improved surface access to airports and ports for passengers and freight

	Number	%
Strongly support	83	24
Support	109	32
Neutral	111	33
Oppose	15	4
Strongly oppose	11	3
No answer	10	3
Total	339	100

Proposals - support or oppose - Digital, Technology and other Enablers: EV demand forecasting, carbon quantification and other technical support to local authorities

	Number	%
Strongly support	47	14
Support	93	27
Neutral	148	44
Oppose	20	6
Strongly oppose	17	5
No answer	14	4
Total	339	100

Proposals - support or oppose - Digital, Technology and other Enablers: Delivery of pilot schemes in freight and rural mobility

	Number	%
Strongly support	74	22
Support	100	29
Neutral	135	40



Oppose	6	2
Strongly oppose	8	2
No answer	16	5
Total	339	100

Appendix 5: image of the consultation space page

Peninsula Transport Strategy: Consultation Space

The Peninsula Transport region is an amazing place to live, work and visit with considerable diversity from large towns and cities to market towns, villages and very rural locations.

Good transport connections are vital for a vibrant community and continued growth – the Peninsula Transport Strategy sets out our ambition to improve our transport system for everyone.

We are consulting on [our draft strategy](#). The strategy will be used to guide regional transport investment decisions and will be the foundation of an investment plan set to transform transport for the peninsula by 2050 and beyond.

By 2030 the desired outcomes are:

- **Easier journeys:** integrating walking and wheeling with the bus and rail network, to make getting around without a car easy.
- **Going electric:** affordable zero-emission transport through a reliable electric vehicle charging network.
- **A connected peninsula:** safe, reliable and resilient road and rail travel within the peninsula and beyond.

These outcomes will ultimately lead to the key objective of:

- **Completing the network:** improved connections within a growing and fully integrated transport network on a path to net zero.



[Download the strategy](#)

- [Peninsula Transport Strategy: audio version](#)
- [Peninsula Transport Strategy: easy read document](#)
- [Frequently asked questions](#)

Get involved and have your say

Feedback

Peninsula Transport wants to hear from everyone living, working and travelling in the peninsula. Read our strategy and let us know if it meets your transportation needs using the [survey form](#). The survey closes 5 February 2024. You can also write to us: Peninsula Transport Strategy Consultation, PO Box 359, Saltash, PL12 9AS.

Webinars

Come along to one of our free webinars in January 2024, open to anyone interested in finding out a bit more about the strategy. There are three sessions scheduled, each sessions will feature the same presentation followed by a Q&A from the audience. Pre-register your interest for any session using our [webinar form](#). Direct links will be issued to sign-ups in the new year for all three sessions, attendees will be free to choose which they attend.

- 16 January 10:00 – 11:30
- 18 January 12:00 – 13:30
- 24 January 18:00 – 19:30

Share

Help spread the word and share our consultation with others, we have put together a [communications toolkit](#) to help you put together materials across your own channels and will be posting regularly on our social media so please feel free to share.

Evidence base

In 2021, we consulted on and finalised our vision, which also set out a series of high-level goals for the STB to take forward. Since then, we have produced our comprehensive evidence base to create a strong understanding of how the peninsula works and what will bring the biggest benefits to the region. The recommendations and priorities identified in individual pieces of technical work were brought together to define the four key outcomes in the draft strategy and develop a route map to achieving a better strategic transport network.

[Full evidence base](#)

Appendix 6: graphics



Peninsula Transport
Cornwall • Devon • Plymouth • Somerset • Torbay
Strategy to 2050

HAVE YOUR SAY

www.peninsulatrtransport.org.uk

The graphic features a collage of transportation-related icons: a person on a bicycle, a person walking with a backpack, a high-speed train, an electric car at a charging station, a bus, a location pin, and a leaf. A large green speech bubble contains the text 'HAVE YOUR SAY'.



Cornwall • Devon • Plymouth • Somerset • Torbay

Strategy to 2050

**HAVE
YOUR
SAY**



Webinars

16 January • 10am - 11:30am

18 January • 12pm - 13:30pm

24 January • 6pm - 7:30pm

Register at: www.peninsulatrtransport.org.uk



Cornwall • Devon • Plymouth • Somerset • Torbay

Strategy to 2050

HAVE YOUR SAY

Going Electric



Easier Journeys



A Connected Peninsula

Completing the Transport Network



www.peninsulatrtransport.org.uk



Peninsula Transport
Sub-National
Transport Body

**Department for Transport
Financial Proposal FY24/25**



**Peninsula
Transport**

Transforming the economic performance of the South West



Quality information

Prepared by

Hannah Shrimpton

Checked by

Nigel Blackler

Approved by

Cllr Andrea Davis

Revision History

Revision	Revision date	Details	Approved by
0			
1			
2			

Prepared for:

Peninsula Transport Sub-National Transport Body

Prepared by:

Peninsula Transport; Devon County Council, Plymouth City Council





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1. Introduction

Overview

Peninsula Transport is the sub-national transport body for the South West Peninsula. We are a close partnership of five local authorities: Cornwall Council, Devon County Council, Plymouth City Council, Somerset Council and Torbay Council; committed to working together with our stakeholders to drive economic performance by modernising and strengthening our connections to local, national and international markets.



We have a track record of working together as a region – the Levelling Up success for rail schemes in both Cornwall and Devon, Cornwall Bus Fares Pilot, further resilience improvements on the mainline at Dawlish, and the continued development of a number of Major Road Network (MRN) and Strategic Road Network (SRN) schemes across the region bringing the network up to a consistent standard demonstrates what we can achieve – and our aspiration is to continue to collaborate with partners across the Peninsula and with our partners in the Western Gateway STB along with other STBs. We want transport to play its vital role in delivering clean growth in the Peninsula, connecting people and adapting to the fast pace of change in our sector.

DfT Business Planning Guidance

This Business Plan has been prepared to align with the Business Planning Guidance, published in December 2023. This identifies the five core functions of STBs:

- Develop, maintain and support the implementation of a transport strategy;
- Provide advice to the Secretary of State about prioritising transport investment;
- Support Local Transport Authorities carrying out of transport functions in the region through Regional Centres of Excellence;
- Make proposals to the Secretary of State for the transfer of functions to the STB;
- Make other proposals to the Secretary of State about the role and functions of the STB.

This Business Plan sets out how Peninsula Transport will fulfil the first three of these core functions over the course of the next financial year.

The guidance also acknowledges the further rollout of devolution across the country and the implications of devolutions deals on STB activities.

Progress to Date

Vision

The Vision for Peninsula Transport is:

“To transform transport across the peninsula, enabling our society and economy to thrive and our unique and outstanding environment to flourish”

This vision is underpinned by five 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

Transport Strategy

A key milestone of 2023/24 was the publication of the draft Peninsula Transport Strategy, undertaking the consultation process and finalising the Strategy for adoption at our March Board.

The Strategy sets out the priorities for Peninsula Transport through to 2050, focused around four key outcomes:



Easier Journeys



Going Electric



A Connected Peninsula



Completing the Network

Technical Evidence Base

In 2023, Peninsula Transport completed publication of the original technical work commissioned in 2021. This marked a significant achievement for the STB with the full suite of technical evidence

available for stakeholders to access and a series of detailed strategies for the region. The full technical evidence base is detailed below:

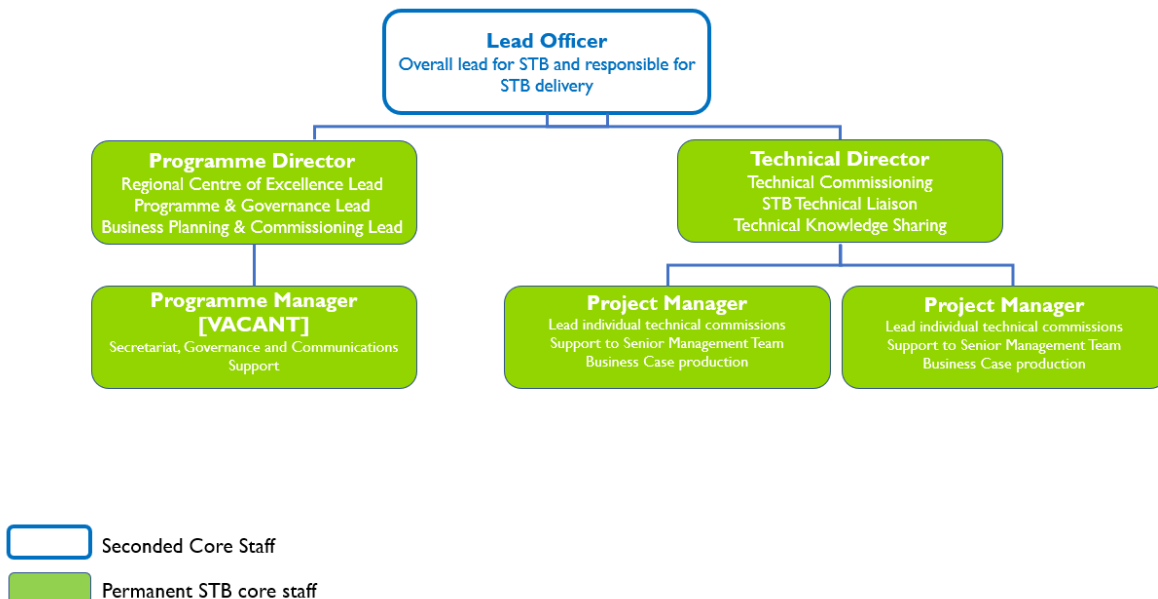
- Strategic Economic Corridor Study
- Carbon Transition Strategy
- Technology and Zero Emission Vehicle Strategy
- South West Rural Mobility Strategy (with Western Gateway STB)
- Peninsula Rail Strategy
- South West Freight Strategy (with Western Gateway STB)
- International Gateways Strategy

Additional technical studies commissioned and/or completed in 2023/24:

- Electric Vehicle Charging Infrastructure Forecasting (with Western Gateway STB) – completed December 2023
- Carbon Baseline tool (adopting a consistent approach to other STBs) – tool circulated for testing to member authorities in January 2024;
- Rural Mobility Pilot Prospectus (with Western Gateway STB) – due for completion April 2024

The Team

During 2024, Peninsula Transport have taken a significant step forward in establishing a permanent team of staff resulting in the filling four of the five new post.



2. Work Programme 24/25

The work programme for 2024/25 is focused around the four key outcomes of the Transport Strategy and prioritising strategic transport schemes through the Strategic Implementation Plan. Alongside new initiatives and activities, there are a series of continuing activities such as the freight and rural mobility workstreams included in the programme.



2.1 Strategic Implementation Plan

Following the Board approval of the Strategy in March 2024, the focus of the STB team will turn to the Strategic Implementation Plan and prioritising investment and scheme development in the region based on the four key outcomes of the Strategy.

The SIP will appraise and prioritise schemes against the Peninsula Transport Strategy outcomes as well as national policy and investment programmes such as the Rail Network Enhancement Programme (RNEP), Roads Investment Strategy (RIS), and Major Road Network (MRN) and Large Local Majors (LLM) Investment Programme. An appraisal framework based around the four outcomes is being developed by Peninsula Transport and its consultant team.

The Business Planning guidance states that investment plans should be “*mindful of the Government’s major investment programmes... need to regularly engage with DfT policy colleagues, as well as colleagues from DfT agencies responsible for delivering investment, such as National Highways, Network Rail and Great British Railways*”

The SIP will be developed through collaboration and consultation with the DfT, co-opted members, stakeholders and member authorities in order to achieve agreed scheme priorities for the Peninsula.

Alongside the consultation, an Integrated Impact Assessment of the SIP and its constituent schemes will be undertaken to fully appraise the environmental, health and social impacts of any proposals. This will follow the standard methodology for undertaking such an assessment for a statutory publication.

An initial draft of the SIP will be produced in summer 2024 with a final SIP produced in autumn 2024.

2.2 Easier Journeys

The Easier Journeys objective is focused upon making travel by public transport across the Peninsula region as seamless and convenient as possible. Ticketing is simplified with tickets accepted across operators and modes without multiple purchases; timetables are aligned so that bus services meet rail services and vice versa; journey information can be accessed in one single location for all modes; active travel and ‘first mile/last mile’ options are available across the network and promoted by bus and rail operators.

In order to achieve this significant improvement in the transport network across the peninsula, the STB will be working on a number of workstreams in FY24/25.

Bus Network Enhancement and Integrated Services

Integrated Ticketing Action Plan

Whilst some areas of the public transport network across the Peninsula are moving towards integrated and inter-operable ticketing arrangements, this is not consistent across the region and is generally restricted to within administrative boundaries. A focus for Peninsula Transport will be to develop an action plan for rolling out inter-operable ticketing and simplified ticketing options across the region and across the main operators. This will also consider the timetabling of services to align with rail services at interchanges, and explore options for integrated ticketing across bus and rail services.

National Brokering Agreement

In line with the National Bus Strategy, and work undertaken in the Midlands through Project Coral, led by Midlands Connect, Peninsula Transport will support the development of a single brokering solution for back office payments to individual operators across the region.

Cornwall Council has already achieved this type of agreement through the creation of Transport for Cornwall and so the STB is in a good position to learn from their experience. The STB will work with the local authorities and bus operators on how this agreement can be rolled out consistently across all five member councils.

Rural Mobility Pilots

It is anticipated that the results of the Rural Mobility Pilots prospectus commission will be available in Spring 2024. Coming out of this commission will be a series of potential pilots ready for taking forward as and when funding becomes available either locally or nationally. In 2024/25, it is expected that the STB will lead on advancing one or more of these pilots within the region, in collaboration with Western Gateway STB.

2.3 Going Electric

The 'Going Electric' objective is focused upon the requirements for improved access to alternative fuel infrastructure for both private cars, public transport and commercial vehicles in coming years.

EV Infrastructure

The EV forecasting work already undertaken by Peninsula Transport has highlighted the anticipated growth in demand for EV charging infrastructure in coming years. Electric Vehicle ownership in the Peninsula is strong and comparable with the national average in terms of growth over time. However, the provision of charging infrastructure is not growing at the same rate in order to meet this additional demand.

This forecasting work also identified the likely gap between the infrastructure to be provided commercially, and the requirements in some areas for the public sector to step in and fill the gap to ensure EV infrastructure is provided consistently. During FY24/25, Peninsula Transport will work towards addressing this identified gap.

EV Action Plan

Whilst all member authorities within Peninsula have an EV Strategy in place, these vary in terms of recommendations and publication date. The EV forecasting work undertaken by the STB has highlighted the variation in provision and likely demand across the region.

Peninsula Transport will review the Electric Vehicle Strategies across the region, in collaboration with Western Gateway, and develop an action plan for managing the roll out of EV infrastructure. Whilst the intention is not to duplicate work undertaken at a local authority level, a coordinated action plan across Peninsula will identify opportunities for collaboration between authorities, as well as facilitate liaison and communication with stakeholders and commercial operators.

EV Regional Forum

The key role of the STB with regard to the rollout of EV infrastructure will be to facilitate dialogue and provide a strategic oversight of the challenge in achieving a comprehensive network of chargepoints and associated infrastructure. Establishing a region-wide forum to share knowledge and experience, whilst also providing support and contact across all relevant stakeholders covering the public and private sectors will be a priority for the STB.

We will also work with member authorities to ensure they are fully supported in taking forward Zero Emission bus schemes where appropriate.

Alternative Fuels for Road Freight

Following the publication of the Alternative Fuels for Road Freight Strategy in 2023, Peninsula Transport will continue to work with stakeholders, alongside the Freight Forum, to consider the future demand for alternative fuels in the freight sector across the South West. In particular, Peninsula Transport are keen to work with Midlands Connect on the emerging Alternative Fuels Site Selection Tool that they are developing. We will look to roll out this tool across the STB region within FY24/25.

2.4 A Connected Peninsula

Achieving a 'Connected Peninsula' is focused around achieving a consistent, reliable and resilient strategic network across the peninsula, for road, rail and public transport. The focus is upon ensuring major schemes on the strategic road and rail network are committed to by central government and come forward in a timely fashion.

Freight Infrastructure and Strategy Recommendations

The existing workstream focused around Freight falls within this objective area. Improvements to how freight is moved to/from and around the peninsula, as well as enhanced infrastructure for freight movements is the focus.

The South West Freight Forum has been very successful since inception, with the sixth round of mode-specific sub-groups recently held. The team, working with Western Gateway and supported by Aecom, are actively working on delivering recommendations from the South West Freight Strategy as well as monitoring progress to understand any additional initiatives that might be brought forward through the forum.

This workstream will continue through FY24/25 with a comparable budget allocation to FY23/24 reflecting the ongoing commitment to supporting the SW Freight Forum.

Strategic and Major Road Network Scheme Programmes

Major Road Network

As detailed above, one of the core functions of the STB is to provide advice on prioritisation. This is a role Peninsula Transport has undertaken previously in the form of the preparation of the Regional Evidence Base, and recommendations on programme priorities in the region for the Major Road Network and Large Local Majors (MRN LLM) funding streams. We continue to work with DfT and local authority partners on supporting the MRN/LLM programme and ensuring schemes continue to progress.

We will work with our local authority partners to prepare for and develop potential schemes for the forthcoming MRN2 programmes, anticipated later in 2024. This will include a review of the Regional Evidence Base document that was prepared previously. Where appropriate, we will look to update aspects of this evidence base in order to inform prioritisation and scheme development.

Strategic Road Network Schemes and Road Investment Strategy 3

Throughout 2023 we have worked closely with National Highways to feed into the development of the Road Investment Strategy 3 (RIS3) programme.

We will continue to work collaboratively with NH as more details of RIS3 are announced through 2024. We will also continue to work with NH and member authorities to advocate for SRN schemes within the STB region currently in future funding programmes as well as any emerging issues on the network that require further review and assessment.

Rail Strategy Recommendations

The Peninsula Rail Strategy, published in 2023, set out five key themes for the rail network in the region:

- Improving Choice;
- Reducing Emissions;
- A Resilient Network;
- Supporting Demographic Change; and
- Underpinning Growth

These themes led to the identification of 13 priorities, reflecting the current characteristics of the network and where improvement is most urgently required. Of these priorities, a number of short term initiatives were identified to maintain the network we have and encourage additional passengers onto existing services. In 2024/25 we will focus upon developing these 'quick wins' in collaboration with the rail industry as well as continuing to push for the development of the longer-term themes and recommendations of the Rail Strategy and advocating for a number of developing rail schemes across the region.

Identified 'quick wins' include the following:

- Joined up mobility – aligned with 'Easier Journeys', integrating ticketing and areas to enable 'whole journey' fares.
- Peninsula Railcard – working to expand the digital Devon & Cornwall Railcard to cover the whole Peninsula region
- Trialling innovation – working with TOCs to identify opportunities for testing new technology such as battery operated rolling stock on branch line network
- Improving accessibility – working with NR and TOCs to develop a minimum standard for station accessibility.

Developing our Network

Alongside the 'quick wins' above, we will continue to work closely with Network Rail and TOCs to support and advocate for rail schemes across the region. There are a number of emerging schemes across the peninsula that are at various points of development which we will provide resource to their continued progress. This includes ensuring that the final phase of the South West Rail Resilience Package is committed to and programmed.

Growing the Role of Rail Freight is identified as a priority within our strategy. Since our strategy was published, the DfT have announced their target of increasing rail freight by 75% by 2050. Peninsula Transport will work, in collaboration with the wider STB rail group and the SW Freight Forum, on identifying how rail freight can be increased in the region through a review of potential intermodal freight sites.

2.5 Completing the Network

The fourth Strategy outcome is focused around working towards a consistent, safe and fully integrated transport network in the Peninsula on a path to Net Zero. Included within this workstream is the establishment of our Regional Centre of Excellence, as well as the roll out of a series of technical tools and supporting analysis for member authorities and stakeholders to draw upon.

Regional Centre of Excellence

Peninsula Transport have been focused upon sharing best practice and pooling of resources since the inception of the STB. The concept of STBs becoming Regional Centres of Excellence (RCoE) has been recognised by the DfT who are keen to see the formalisation of this centralised, knowledge sharing role. As set out within the STB Business Plan Guidance, the DfT would like to see the STB Regional Centre of Excellence focus on '*maximising LTAs' capability in four core work areas*':

- Developing effective business cases;
- Ensuring each LTA develops and maintains a pipeline of future schemes;
- Provide support to LTAs on reducing the environmental impact of transport in their area;
- Support LTAs in producing updated Local Transport Plans.

Sharing Best Practice

Peninsula Transport will work with our member authorities to ensure lessons learned and best practice techniques both from within the region and elsewhere are shared and learned from effectively. The Peninsula Transport team are active members of a number of cross-STB regional subgroups from which analytical tools, approaches and experience is shared. The Centre of Excellence role will enable best practice from within the region and other comparable areas to be researched, disseminated and adapted for Peninsula Transport.

Carbon Quantification Tool

The Carbon Transition Strategy, published in 2022, enabled Peninsula Transport to capture a baseline picture of the current levels of carbon emissions by transport across the region, as well as forecasting the impacts of a series of potential future scenarios. The strategy also identifies a number of actions and priorities for the STB, Local Authorities and co-opted members. Peninsula Transport have been engaged with the national STB Decarbonisation group and have worked with them to adopt a consistent approach to carbon forecasting.

In 2022/23 Peninsula Transport commissioned the development of a Carbon Baseline tool for use by all Local Authorities within the Peninsula. The surface transport baseline emissions tool has been rolled out to member authorities in late December 2023. This tool, aligned with similar tools in use by other STBs, enables a review of carbon emissions based on different future scenarios broken down by decarbonisation pathways, placetypes and potential emission levers.

A further 'playbook' tool is currently under development and will be shared with member authorities in spring 2024. This will enable a more detailed range of scenario testing and placetype analysis to be undertaken, as well as cross-referencing of different policy levers.

In 2024/25, Peninsula Transport will support member authorities and other key stakeholders in using this tool to inform their Local Transport Plans and other local policy development.

Further tool developments to enable a range of scenario testing and place-types will be funded from the 2023/24 budget.

Electric Vehicle Infrastructure Forecasting

In line with "Taking Charge: the electric vehicle infrastructure strategy" published in March 2022 by DfT, Peninsula Transport, jointly with Western Gateway STB, has commissioned detailed analysis on the future demand for EV infrastructure. The initial data and forecasting report have been shared with member authorities.

In coming months, Peninsula Transport will work with Transport for the North to roll out their EV Charging Infrastructure (EVCI) Tool. This will enable users to drill down into the forecasting data to test different EV uptake scenarios and the implications this may have on power supply and chargepoint requirements.

LTP Support

Alongside access to consistent carbon measurement and option testing and the EV infrastructure forecasting tool, the STB will be in a position to support Local Authorities more broadly with their LTP

development through provision of resource and expertise as well as through the extensive evidence base already in place.

Peninsula Transport will develop an approach to sharing data with partners. It is likely that this will be based on similar approaches in use by other STBs through collaboration tools or digital platforms such as Sharepoint.

DRAFT

Table 1 – Work Programme and DfT Core Functions 2024/25

Priority Workstream	DfT Core Priorities		
	Transport Strategy Development, Maintenance and Implementation	Prioritised Investment	Centre of Excellence Development
Transport Strategy and SIP			
Strategic Implementation Plan	✓	✓	
SIP Integrated Impact Assessment	✓		
Strategy Monitoring and Evaluation	✓	✓	✓
Easier Journeys			
Integrated Ticketing Action Plan	✓	✓	
National Brokering Agreement rollout	✓		✓
Rural Mobility Pilot Scheme development	✓	✓	
Going Electric			
EV Action Plan	✓	✓	
EV Forum	✓		
Alternative Fuels for Freight Site Selection Tool	✓	✓	✓
A Connected Peninsula			
South West Freight Forum	✓		
Freight Strategy interventions and schemes	✓	✓	
MRN/LLM and MRN2 Programme Support	✓	✓	
SRN RIS3 Programme Support	✓	✓	
Rail Strategy Recommendations	✓	✓	
Completing the Network			
Best Practice Sharing			✓
Carbon Quantification Tool			✓
EV Charging Infrastructure Tool	✓		✓
LTP Support		✓	✓

Governance

Alongside the proposed new staffing structure, as set out within the Business Plan Guidance, consideration will be given to the governance of the STB as a whole and the potential for an independent chair for the Board. This will be considered with member authorities. We currently benefit greatly from local contributions from each of local authority members. It is important that the potential introduction of an independent chair for the STB does not weaken links with Local Authority Members and therefore lessen the case for these valuable contributions.

With the introduction of permanent core staff, it makes sense to review the distribution of governance responsibilities across the member authorities and there may be benefits in rationalising this governance across one or two of the member authorities.

Graduates and Apprenticeships

The STB has made use of seconded Early Career Professionals since November 2021. These team members have benefited from being involved in the management and organisation of the STB, including providing secretariat support as well as contributing to technical work.

The secondment team will continue to provide this ECP development whilst in place. Once a permanent core of staff is recruited, we will look to develop junior resource in partnership with member authorities and consider direct recruitment in the longer term. This will look to develop professional capacity across the transport sector in the Southwest

DRAFT

3. 2024/25 Budget

The allocated budget from DfT is combined with the local contributions to provide an overall budget of up to £863,800 for FY24/25. This budget is based upon the funding allocation letter received March 2022 from Baroness Vere. This proposed grant funding allocation for Peninsula Transport of £704,000. The budget has also been forecast based on the continued contribution from Local Authorities of £159,820, maintained at the level set in 2019. This gives a total budget for FY24/25 of £863,820. Table 2 below sets out the proposed budget allocation breakdown.

This Business Plan has been prepared ahead of confirmation of DfT grant funding and as such the DfT have advised that until final funding allocations are confirmed, it is prudent for STBs to have plans in place for multiple scenarios, including the funding levels submitted in their business case and a continuation of current funding levels. Should the funding allocated by the DfT fall below that originally proposed by Baroness Vere, there will be insufficient resources to fulfil the desired Regional Centre of Excellence function and will compromise the STB's capacity to provide sufficient support to strategic partners and local authorities in the delivery of MRN and LLM programme along with other strategic transport schemes in the region. A revised budget breakdown and updated Business Plan will be prepared should funding be lower than anticipated within this document.

Based on this business plan, a significant proportion of the budget is allocated to the resourcing of the STB through the recruitment of permanent staff. These staff will lead of the technical work areas identified in Section 2 of this plan. The budgets allocated to the Technical Work Programme are intended for additional consultancy or technical support on these specific priority areas. As the detailed scope for the Technical Work Programme is developed, in conjunction with DfT technical leads, these budgets may be marginally adjusted. The budget allows for the fulfilment of the requirements of the STB role as set out within the Business Planning guidance.

Table 2 – Peninsula Transport Budget Breakdown FY24/25

Income	Budget 24/25	Notes
DfT Contribution	704.0	Based on 2022/23 award letter
Local Contribution	159.8	As 2023/24
Income Total	863.8	
Expenditure		
Functional administration costs	170.0	Including officer secondment and comms support
Core Team costs	375.0	Based on approved team structure
Operational Expenditure Subtotal	545.0	
Technical Commissioning Costs		
Strategic Implementation Plan	30	Additional budget included for IIA
Easier Journeys	50	Rural Mobility Pilots and Integrated Ticketing Action Plan
Going Electric	30	EV Forum and Action Plan; Alternative Fuels for Freight Site Tool
A Connected Peninsula	80	Freight Forum and Strategy initiatives; Strategic Road and Rail programme support
Completing the Network	50	Regional Centre of Excellence - LTP Support; Carbon Playbook; EV Tool
Work Package Expenditure Subtotal	240.0	
Proposed Expenditure Total	785.0	
Operating Contingency	78.8	

Agenda Item 5

PENINSULA TRANSPORT UPDATE

Business Plan – 2024/25

7 March 2024

I. 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 Business Plan for Peninsula Transport for 2024/25 which is based on the following:
 - I. Business Plan Guidance for Sub-National Transport Bodies issued by the Department for Transport.
 - II. Priorities and actions set out in the Peninsula Transport Strategy (*included elsewhere on this agenda*).
 - III. Funding contribution from the Department for Transport for 2024/25 (*to be confirmed*).
 - IV. Funding contributions confirmed from Cornwall Council, Devon County Council, Plymouth City Council, Somerset Council and Torbay Council for 2024/25.
- b) The Board approves the submission of the Business Plan for Peninsula Transport for 2024/25 to the Department for Transport.

I. Background

The Department for Transport (DfT) published Business Planning Guidance for Sub-National Transport Bodies (STBs) in December 2023. This set out the core functions of STBs as follows:

- *Develop, maintain and support the implementation of a transport strategy.*
- *Provide advice to the Secretary of State about prioritising transport investment.*
- *Support Local Transport Authorities carrying out of transport functions in the region through Regional Centres of Excellence.*
- *Make proposals to the Secretary of State for the transfer of functions to the STB.*
- *Make other proposals to the Secretary of State about the role and functions of the STB.*

In compiling the plan for 2024/25, Peninsula Transport have sought to ensure these functions are covered in the proposed programme of work and the significant progress achieved in 2023/24 be continued.

A Paper was brought to the Board in December 2023 with a draft budget breakdown for 2024/25 along with a commitment to bring the full Business Plan back to the Board for final approval in March 2024. This detailed Business Plan has been prepared by Peninsula Transport in accordance with the Business Planning Guidance issued by the DfT in December 2023.

The Business Plan budget is based on the indicative allocation for 2024/25 set out in the letter from Baroness Vere in March 2022. The DfT have advised that until final funding allocations are confirmed, it is prudent for STBs to have plans in place to adjust their work programmes in response to any changes in the indicative allocations for 2024/25.

Peninsula Transport have made it clear to DfT that should the funding allocated by the DfT fall below that originally proposed by Baroness Vere, there will be insufficient resources to fulfil the desired

Regional Centre of Excellence function and will compromise the STB's capacity to provide sufficient support to strategic partners and local authorities in the delivery of MRN and LLM programme, along with other strategic transport schemes in the region.

2. Progress in 2023/24

In 2023/24 the STB published a number of further additions to its technical evidence base:

- Peninsula Rail Strategy
- Technology and Zero Emission Vehicle Strategy
- Strategic Economic Corridor Study
- Alternative Fuels for Road Freight Extended Strategy (in collaboration with Western Gateway STB)
- Electric Vehicle Charging Study (in collaboration with Western Gateway STB)

The STB also commissioned the development of the Surface Transport Baseline Carbon tool which has recently been circulated to local authorities for review and testing.

In addition, the draft Transport Strategy for Peninsula was published in December for consultation. This consultation period concluded in February 2024 and a final version of the Strategy has been brought to this Board for adoption.

Alongside the technical evidence base, Peninsula Transport transitioned to a new structure with a team of four permanent staff, employed via Plymouth City Council. This marked a significant step forward for the STB in terms of status and resourcing, with a reduction in reliance on consultants and officer secondments in order to fulfil the main functions of the STB.

3. Overview of Business Plan

The proposed work programme for 2024/25 has taken full consideration of the priorities identified within the DfT business planning guidance. The plan is structured to align with the Transport Strategy and the four key outcomes within that. Peninsula Transport will prioritise the following:

- Strategic Implementation Plan
- Easier Journeys
- Going Electric
- A Connected Peninsula
- Completing the Network
- Regional Centre of Excellence:
 - Carbon Quantification
 - EV Infrastructure Supply & Demand forecasting
 - Local Transport Plan Support
 - Sharing Best Practice (subject to the availability of resources).

We will deliver the business plan through the 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.

4. Financial Considerations

As detailed above, the Business Plan has been devised based on the overall STB funding allocation of £704,000 from DfT. Table I 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 – 2024/25

Income	Budget 24/25	Notes
DfT Contribution	704.0	Based on 2022/23 award letter from DfT
Local Authority Contributions Cornwall Council, Devon County Council, Plymouth City Council, Somerset Council, Torbay Council	159.8	Set at 2023/24 level
Income Total	863.8	
Expenditure		Notes
Functional administration costs	170.0	Including officer secondment and comms support
Core Team costs	375.0	Based on approved team structure
Operational Expenditure Subtotal	545.0	
Technical Commissioning Costs		
Strategic Implementation Plan	30	Additional budget included for Integrated Impact Assessment
Easier Journeys	50	Rural Mobility Pilots and Integrated Ticketing Action Plan
Going Electric	30	EV Forum and Action Plan; Alternative Fuels for Freight Site Tool
A Connected Peninsula	80	Freight Forum and Strategy initiatives; Strategic Road and Rail programme support
Completing the Network	50	Regional Centre of Excellence - LTP Support; Carbon Playbook; EV Tool
Work Package Expenditure Subtotal	240.0	
Proposed Expenditure Total	785.0	
Operating Contingency	78.8	Any surplus at the end of the year will be transferred into the STB funding reserve held by Plymouth City Council

5. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

6. Equality Considerations

There are no equality considerations associated with this paper.

7. Legal Considerations

There are no specific legal considerations associated with this paper.

8. Risk Management Considerations

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

A full risk register will be produced as part of the final Business Plan for 2024/25. This risk register will be monitored and reviewed regularly in conjunction with the DfT and Plymouth City Council as the accountable body for the STB.

9. Public Health Impact

There are no public health impacts associated with this paper.

10. Summary/Conclusions/Reasons for Recommendations

In order to draw down on the allocated funding from the Department for Transport and local authorities, 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 both the DfT and local authorities with confidence that the STB can deliver this ambitious plan.

COMMUNICATIONS & ENGAGEMENT PARTNER - PROCUREMENT



Procurement report

07 March 2024

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 update provided regarding the procurement of a Communications and Public Relations partner, for Peninsula Transport, for the period from 1 April 2024.

1.0 Background

In October 2023 the Board approved the procurement of a Communications and Public Relations partner for the Peninsula Transport Sub-national Transport Body (STB).

The procurement was necessary because the current contract with Coast Communications ends on the 31st of March 2024 and all allowable extensions within the current contract have been enacted. This meant that a competitive tendering exercise was required to secure a Communications and Public Relations provider, for Peninsula Transport, for the period post March 2024.

The Board requested that Plymouth City Council, as the Communications and Engagement Lead Authority for the STB, procure and award the new contract for the Communications and Public Relations partner, on behalf of Peninsula Transport.

This paper provides an update on the procurement.

2.0 Procurement update

The procurement of a Communications and Public Relations partner for Peninsula Transport is underway. The process is being led by Plymouth City Council, with input from the Peninsula Transport core team. It will be completed by the 1st of April. This will allow the continuous provision of Communications and Public Relations support to Peninsula Transport.

The Communications and Public Relations contract will be for the period of two years, with the option to extend for a further year. This differs slightly from the proposed contract length put to the Board in October, where the intention had been to award a contract for a period of two years with the option for a further two, one-year extensions. The change has been necessary because a longer

contract period would have meant an extended procurement process which would not have been able to be completed by the 1st of April. To ensure that a Communications and Public Relations provider was in place for the period post March 2024, and thus maintain the provision of communications and public relations support to the STB, the reduction in the potential overall contract length was therefore required.

The tender process will be completed this month, ahead of the new contract starting on the 1st of April and the outcome of the tender will be advised to the Board on award of the new contract.

1. Financial Considerations

The competitive tendering exercise being undertaken for the Communications and Public Relations provider for Peninsula Transport will ensure that communications and public relations support can be provided to the STB within the budget available for this activity and that value for money is achieved.

2. Environmental Impact Considerations

There are no environmental impact considerations associated with this paper.

3. Equality Considerations

There are no specific equality considerations associated with this paper.

4. Legal Considerations

The procurement is being undertaken in compliance with Plymouth City Council’s procurement processes, Contract Standing Orders and Procurement Law.

5. Risk Management Considerations

The risks associated with the procurement of a Communications and Public Relations provider are low. The tender is being undertaken in compliance with Plymouth City Council’s procurement processes, Contract Standing Orders and Procurement Law and the process will be concluded before the end of the current contract ensuring that Peninsula Transport have continuous provision of this key service.

6. Public Health Impact

There are no public health impacts associated with this paper.

7. Summary

The procurement of a Communications and Public Relations partner for Peninsula Transport is currently underway. The tender process will be concluded, and a new contract will be in place, by 1 April 2024 thereby allowing continuous provision of Communications and Public Relations for Peninsula Transport.

The Board will be notified of the outcome of the procurement as soon as the contract has been awarded.

FINANCE UPDATE

Financial Update Report

07 March 2024



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 2023/24

The board is asked to note the following reduced funding provision for 2023/24 as set out below in table 1

Table 1. Funding provision 2023/24

Local Authority Contributions 2023/24	£159,820
Accrual from 2022/23	£532,600
STB funding to date	£692,420
DfT contribution 2023/24	£585,000
Total budget 2022/23	1,277,420

Forecast Expenditure 2023/24

Forecast expenditure is as follows:

Table 2. Forecast Expenditure 2023/24

Functional, staffing and communications costs (includes new employees)	£367,400
Work package commitments	£538,000
Total	£905,400

Actual Expenditure

Actual expenditure to date is £520,700, which cover the period from 01 April 2023 to 30th November 2023,

Budget Forecast June 2023/24

The revised budget is constituted as follows:

Table 3. Revised Budget Forecast 2023/24

Funding Provision	£1,277,420
Forecast Expenditure	-£905,400
Employers risk	-£211,398
Contingency/risk	£160,622

There is a contingency/risk allocation of £160,622 for the delivery of the work programme which is slightly more favourable than the September Finance update (by £31,900) due to small reductions in both work package and staffing costs.

Summary/Conclusions/Reasons for Recommendations

Board members are asked to approve the revised budget and to note that the committed expenditure remains affordable and is dependent upon the DfT funding for 2023/24 (£585,000) to complete the work programme.

COMMUNICATIONS & ENGAGEMENT

Update report

07 March 2024

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 over the period December 2023 – February 2024, as well as setting out the up-and-coming programme.

2. Communications activities since December 2023

Since December 2023 activity has largely focussed on supporting the consultation of the transport strategy. These activities are summarised separately within the paper relating to the Peninsula Transport Strategy along with the full consultation and engagement report.

Outside of the consultation, the STB conference took place on 28th February, the STB reflected on the 10 year anniversary of the seawall collapse at Dawlish and the achievements of the South West Rail Resilience Programme, the first engagement session for the development of rural mobility pilots took place, the Rail Strategy was published and finally the STB launched its first E-newsletter.

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
- Delivery of the comms and engagement consultation plan for the transport strategy consultation.
- Recommendations for continued engagement following transport strategy consultation.

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 the Peninsula Rail Task Force's (PRTF) mailbox.
- The Rail Strategy briefing was issued to the stakeholder database to highlight publication.
- A rural mobility pilot engagement session took place in Taunton, in partnership with Western Gateway in order to begin the pilot development process. One to one engagement sessions will be the next step following the initial session.
- The STB issued the first E-newsletter during the transport strategy consultation to over 350 email addresses signed up to our mailing list. The newsletter focused on wider news from the Peninsula Transport as well as the transport strategy consultation. The mailing list now has 380 people signed up for updates.
 - Newsletter: <https://mailchi.mp/b5c80197b3ad/peninsula-transport-news?e=cc4bb30f28>
- Invitation to the STB conference issued to the STB stakeholder database

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:

- Rail Strategy: <https://www.peninsulatrtransport.org.uk/rail-strategy-for-the-south-west/>

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.

A LinkedIn profile was launched in March 2023 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 now has 156 followers, building on the 85 followers from November 2023. Page link: <https://www.linkedin.com/company/peninsula-transport/>

Latest social media posts include roundups of the Transport Forum and Rural Mobility Pilot engagement workshop, the STB's piece on Dawlish as well as the STB conference.

2.4. Media management

This section does not include press releases issued as part of the transport strategy consultation. Please see the paper relating to the transport strategy for more information.

- Press release (30 Nov 2023): new rail strategy – Plan highlights future economic and environmental benefits of South West rail services <https://www.peninsulatrtransport.org.uk/news-articles/new-rail-strategy-plan-highlights-future-economic-and-environmental-benefits-of-south-west-rail-services/>
- Press release (5 February 2024): Dawlish ten years on: working together to protect South West rail links <https://www.peninsulatrtransport.org.uk/news-articles/dawlish-ten-years-on-working-together-to-protect-south-west-rail-links/>

- Councillor Andrea Davis, Peninsula Transport Chairman was interviewed on BBC Spotlight
- Coverage from partner releases relating to the anniversary of Dawlish
 - <https://www.networkrailmediacentre.co.uk/news/video-ten-years-on-from-dawlish-storm-gbp-165m-investment-is-better-protecting-iconic-coastal-railway>
 - <https://www.voicenewspapers.co.uk/news/railway-line-into-cornwall-better-protected-10-years-on-from-devastating-storm-664069>
 - <https://www.railadvent.co.uk/2024/02/video-ten-years-on-from-storm-dawlish-has-been-made-more-resilient.html>
 - <https://www.torbayweekly.co.uk/video/local-news/1424265/10-years-strong-dawlish-celebrates-its-recovery-from-coastal-chaos.html>
 - <https://www.railtechnologymagazine.com/articles/dawlish-railway-rises-above-waves-ps165m-resilience-plan-proves-effective>

2.5. Public affairs

All MPs within the Peninsula Transport area were issued a copy of the briefing on the Rail Strategy. Please see the transport strategy paper for more details on the MP briefing for the transport strategy.

2.6. Joint STB Communications and the STB Conference 2024

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. All STBs came together on February 28 2024 in Manchester for the annual STB Conference.

Peninsula Transport's stand

Each STB had a stand, Peninsula Transport's key messages 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, which includes upgrading our strategic routes, could deliver £10.5bn in economic growth in a region where transport enhancement is vital to levelling up the economy
- Raising the standard and choice of transport across the region by making sustainable travel easier through integrating ticketing and coordinating timetables
- Continued investment in the mainline rail network is vital for resilience and for future-proofing it against the impacts of climate change

STB conference overview

- EV wicked challenge: Peninsula Transport presented headline findings from joint studies on electric vehicle charging and alternative fuels for freight
- Freight wicked challenge: our work was promoted as part of the introduction to the session by Transport for South East's Mark Valleley
- Connecting rural communities and businesses: Western Gateway presented joint work and insights from pilot and intervention trials in the South West

- Enabling infrastructure delivery: Peninsula Transport presented the South West Rail Resilience Programme, the ongoing commitment to rail network resilience ten years on from the 'hanging rails' at Dawlish
- Round up: speaking with one voice, Peninsula Transport's take home message was around collaboration - the learnings between STBs as well as best practice and solutions that come out of our individual work is a significant part of our strength as STBs in supporting regional strategic transport
- Social media content was posted in real time throughout the day as well as overarching LinkedIn posts.

3. Future work activities

The following work will be undertaken in the coming months:

- Transport Strategy adoption, launch communications and engagement
- Communications strategy update – in line with the final transport strategy
- Communications activity plan for 2024/2025
- Publication of EV chargepoint study in partnership with Western Gateway
- 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.