

Donna Manson  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(see below)

Your ref :  
Our ref :

Date : 6 March 2025  
Please ask for : Chelsea Randall 01392 383000

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

**PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY**

Thursday, 13th March, 2025

A meeting of the Peninsula Transport Shadow Sub National Transport Body is to be held on the above date, at 10.00 am at TBC 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

To approve the minutes of the meeting held on 29<sup>th</sup> January 2025.

3 Items requiring urgent attention

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

4 Public Participation

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

**MATTERS FOR DECISION**

5 Peninsula Transport Strategic Implementation Plan (Pages 1 - 20)

Report of the Technical Director setting out the results of the SIP consultation process and seeking approval of the final SIP document for publication and submission to the DfT.

6 Railways Bill 2025 Consultation Response (Pages 21 - 26)

Report of the Programme Director setting out the proposed PRTF and Peninsula Transport response to the Government consultation on the Railways Bill 2025.

**STANDING ITEMS**

7 Finance Update (Pages 27 - 30)

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

8 Communications and Engagement Update (Pages 31 - 34)

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

**MATTERS FOR INFORMATION**

9 Peninsula Transport Update

Verbal update from the Programme Director on progress with other Strategy workstreams.

10 Peninsula Rail Update

Update from the PRTF Chair on activities of the PRTF in 2025.

Verbal update from Network Rail on regional rail schemes and other relevant changes at Network Rail.

11 National Highways Update

Update from National Highways on strategic road schemes.

12 Department for Transport Update (Pages 35 - 36)

DfT representative to provide update and feedback from central government as appropriate.

13 Dates of Future Meetings

19 June 2025

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

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC**

14 NIL  
Exclusion of the Press & Public

**RECOMMENDATION** that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely the financial or business affairs of persons tendering for the provision of council goods or services and of the County Council, in both cases, and in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

15 Finance Update: Budget

Proposed adjustment to Business Plan budget for FY15/26.

*Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).*

*Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Clerk at the conclusion of the meeting for disposal.*

**MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

<b>Membership</b>
Councillors A Davis Billings (Torbay Council), G Caplin (Cornwall and Isles of Scilly LEP), S Coghlan, M Coker (Plymouth City Council), C Dryden (Isles of Scilly), H Fountain, D Glinos (Department for Transport), S Hayes (Homes England), M Haywood, Lupu (Network Rail), A Powell (National Highways), R Stevens (Plymouth Bus), C Turner (Homes England), J White, Councillor R Wilkins and M Worth
<b>Declaration of Interests</b>
Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.
<b>Access to Information</b>
Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Hannah Clark on 01392 383487 Agenda and minutes of the Committee are published on the Council's Website at <a href="https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459">https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459</a>
<b>Recording or Reporting of Meetings and Proceedings</b>
Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Officer in attendance so that all those present may be made aware that is happening.
Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.
<b>Public Participation</b>
Any member of the public resident in the administrative area of the Peninsula Transport Authorities may submit a formal written question to the Board which relates to the functions of the Board. Questions must be submitted to the officer named above <a href="mailto:hannah.clark@devon.gov.uk">hannah.clark@devon.gov.uk</a> by 12 noon 4 working days before the meeting takes place. The name of the person asking the question will be recorded in the minutes.
Alternatively, any member of the public who lives in the area served by the Peninsula Transport

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

For further information please contact Hannah Clark 01392 383487

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

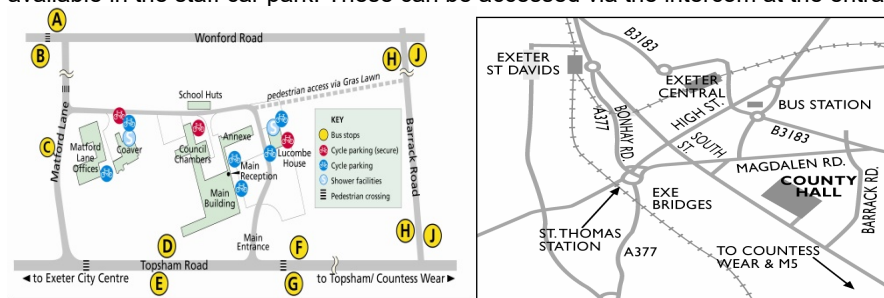
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**NB**   Denotes bus stops

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### **First Aid**

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



## PENINSULA TRANSPORT BOARD

Item 5: Peninsula Transport Sub-national Transport Body Strategic Implementation Plan

13<sup>th</sup> March 2025



***Please note that the following recommendations are subject to consideration and determination by the Board before taking effect.***

### RECOMMENDATION

**It is recommended that:**

1. The Board approves publication of the final draft of the 'Peninsula Transport Sub-national Transport - Body Strategic Implementation Plan' (SIP) and submission to the Department for Transport; and
2. The Board notes the 'Strategic Environmental Assessment (SEA) Environmental Report', which accompanies the public consultation version of the SIP and the 'Public Consultation Report' which provides a summary of consultation responses.

- **Background/Introduction**

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.

In response to this Business Planning Guidance, Peninsula Transport developed a strategy document in collaboration with local authority officers and members, as well as co-opted members.

The Strategy was presented to the Board and approved in March 2024. The strategy acts as the STB's overarching framework that underpins its activities.

In submitting its SIP to the Department for Transport, the STB is fulfilling its role of advising government on regional transport investment priorities.

The SIP was developed in partnership with the five Peninsula Transport local authorities and other strategic partners. A consultation on the draft SIP and SEA Environmental Report was held in February 2025. A summary report is provided in Appendix B which outlines feedback from the public consultation.

- **SIP Purpose**

The SIP sets out a pipeline of transport schemes across all modes of transport that improve strategic connectivity for the peninsula. The Peninsula Transport Team has worked closely with local authorities and co-opted members to capture strategic transport schemes that align with the four outcomes of the Transport Strategy and the five Vision Goals.

The SIP is a 'live document' that can be used to respond to specific calls for schemes, such as the DfT's invitation to STBs to submit bids for Major Road Network (MRN) scheme funding in 2018. It

also highlights where additional resources are needed, for example, future proofing strategic networks in response to the impacts of climate change.

The SIP contains a mix of different types of strategic transport projects ranging from integrated bus networks, to rail rolling stock decarbonisation, road improvements, improving mobile connectivity on the rail network and resilience packages.

The final draft of the SIP accompanies this paper.

- **Consultation Summary**

A public consultation on the draft SIP was held between 7 February and 3 March 2025. The consultation was predominantly digitally 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.

The five questions asked within the consultation survey were:

- What do you think of the Peninsula Transport SIP?
- Does the SIP align with the priorities set out in the Peninsula Transport Strategy?
- When considering the schemes identified within the SIP, which themes are most important to you?
- Do you agree that the projects in the SIP delivery plan will help by driving economic growth and help the South West peninsula to prosper?
- Do you have any other general comments on the draft SIP?

The online survey received 60 responses in total and a further four written responses were received. Over 70% of respondents were supportive of the SIP, with a further 12% neutral.

Reaction to the SIP is generally positive overall and nearly 60% agreed that the SIP aligns with the Transport Strategy.

A full analysis of the online survey and written responses is available within the accompanying Consultation Summary Report (Appendix B).

After an analysis of responses, the following updates have been made to the final draft:

- Scheme titled 'Heart of Wessex Line improvement' has been re grouped to be part of Table 3 'Medium term Schemes' instead of 'long term' following responses highlighting its benefits to both the Peninsula and the Western gateway regions.
- Scheme titled 'Tavistock Junction (Yard)' has been re grouped to be part of Table 3 'Medium term Schemes' instead of 'long term' following responses highlighting its role in accelerating for inter-modal freight services to the Peninsula. It is not unreasonable to consider significant progress is achievable within two to five years.
- Scheme titled 'Yeovil Junction' has been re grouped to be part of Table 4 'Long Term Schemes' and no longer a Medium Term Scheme. This reflects feedback from the rail industry that it is supported but is lower priority than some other rail projects.
- Some schemes have updated descriptions following points of clarification made by partners. No material changes were made to the schemes included within the SIP.
- Consideration will be given to adding further information on the scheme benefits as the live document is refreshed.
- Consideration will be given to showing greater linkage between the assessment methodology and the groupings as the live document is refreshed.
- The consultation has shown the public feel greater emphasis on safety is required. While Peninsula Transport is not a delivery body, and as such cannot determine the timescale of project delivery on assets operated by third parties; the SIP's narrative will be updated to



highlight the STB's commitment to safety being the ultimate priority to be achieved through working with our strategic partners.

- A 'Next Steps' section will be added highlighting that the SIP is a live document that can be updated quickly to reflect changes in circumstance or strategic direction. As additional scheme development work is undertaken and new information becomes available, the SIP scheme tables will be updated to reflect an up to date pipeline of credible, investment priorities that will help deliver the government's missions and the Peninsula Transport Strategy.

- **Financial Considerations**

The SIP and SEA is fully budgeted for within the 24/25 Business Plan. Any additional spend on developing the schemes within the SIP will be included in the 25/26 Business Plan and beyond.

- **Environmental Impact Considerations**

An environmental report accompanied the public consultation version of the SIP, which is the second document to be produced as part of the SEA process (the first being the SEA Scoping Report). The purpose of the Environmental Report is to:

- Identify, describe and evaluate the likely significant environmental effects of the SIP and alternatives; and
- Provide an opportunity for statutory consultees, interested parties and the public to offer views on the SEA process carried out to date.

The SIP sits within the framework of the overarching strategy document, the Peninsula Transport Strategy. As such, the overarching strategy leading the SIP has already been determined through the adopted strategy. There are therefore no appropriate reasonable alternatives to be considered relating to the overall strategy within which the SIP sits. Instead, the key decisions to be made relating to the SIP regard the schemes and projects which can potentially be implemented through the plan.

The full Environmental Report accompanies this paper (please see page 8 for a summary of assessment findings). The assessment has considered the likely environmental impact effects of seventy schemes currently presented in the consultation version of the SIP.

Under seven environmental themes, assessment findings have been discussed for each potential scheme. In response to the assessment findings, potential mitigation measures have also been proposed, and opportunities identified. This is with a view to informing the ongoing development of the schemes to implementation.

An SEA Adoption Statement will be published to accompany the adopted SIP and will present:

- The reasons for choosing the preferred measures for the SIP as adopted in the light of other reasonable alternatives dealt with;
- How environmental considerations have been integrated into the SIP;
- How consultation responses have been taken into account; and
- Measures that are to be taken to monitor the significant environmental effects of the SIP.

Peninsula Transport is not a statutory body and is not the promoter/authority for all except one scheme listed in the SIP. Where applicable, a more detailed SEA assessment will take place for each individual scheme as it progresses to implementation.

- **Equality Considerations**

A full Equality Impact Assessment will take place for each individual scheme, where applicable, by promoting authorities as it progresses to implementation. The SIP indicates which schemes align with the Peninsula Transport Strategy and signals where investment could be targeted within the region. It is not a statutory document and does not set out pathways to delivery, rather, it is a high-level strategic document.

- **Legal Considerations**

There are no specific legal considerations associated with this paper.

- **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 FY24/25. This risk register is monitored and reviewed regularly in conjunction with the DfT.

The DfT have confirmed their support for the proportionate approach used in developing the draft SIP.

- **Public Health Impact**

There are no public health impacts associated with this paper. Relevant health impacts of the SIP are considered as part of the SEA and associated Integrated Impact Assessment. Further HIA work will be undertaken, where appropriate, by promoting authorities as each scheme progresses to implementation.

- **Summary/Conclusions/Reasons for Recommendations**

As set out within DfT Business Planning Guidance, one of the core functions of STBs is to provide advice to the Secretary of State about prioritising transport investment. It is therefore recommended that the Board approve publication of the final SIP document and submission to the Department for Transport.

The draft SIP document was developed in partnership with local authorities and strategic partners following the publication of the Peninsula Transport Strategy in March 2024, and underwent a public consultation in February 2025.

Reaction to the plan has been positive overall, there is particularly good support for the priority themes contained within. There were no significant, specific issues raised against the plan.

The adopted SIP will be a 'live' document, with regular reviews to ensure the content is updated to reflect any changes to schemes/regional and national priorities.

**PENINSULA TRANSPORT**

**DRAFT STRATEGIC IMPLEMENTATION  
PLAN CONSULTATION**

**CONSULTATION SUMMARY REPORT**

**MARCH 2025**

DRAFT

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## Executive Summary

Peninsula Transport launched the draft Strategic Implementation Plan (SIP) for the region (Cornwall, Devon, Plymouth, Somerset and Torbay) and opened a public consultation on the plan in February 2025. The SIP follows the publication of the draft transport strategy that 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 SIP is a strategic document that clearly sets out the strategic priorities for the region and provides advice to ministers for investment. The consultation ran from 7 February to 3 March 2025. The consultation was promoted on the Peninsula Transport website, LinkedIn, X and Bluesky, with the survey itself hosted on Google Forms.

Responses were varied but generally positive. The majority of respondents supported the SIP and believed that it aligned with priorities set out by the Peninsula Transport Strategy. The majority also agreed that the projects outlined in the SIP delivery plan will drive economic growth in the peninsula.

When prompted for other general comments, notable concerns raised included the Plusha (Kennard's Lane) junction in Cornwall, safety, and financial constraints. Some comments showed explicit support of the Plymouth Metro, the Peninsula Railcard, and the prioritisation of rail.

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 SIP will be updated where possible, and a final draft will be submitted to the Peninsula Transport Board in March 2025 to approve its adoption. Once the plan is adopted it will be published and submitted to the Department of Transport.

## Introduction

### Peninsula Transport and the draft SIP

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 Southwest 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.

The purpose of the SIP is to set out transport investment prioritisation for the peninsula. Over the last 9 months, the Peninsula Transport Team has worked closely with local authorities and co-opted members to refine and agree strategic transport schemes that align with the outcomes of the Transport Strategy.

The SIP is a 'live document' that can be used to respond to specific calls for schemes, such as the DfT's invitation to STBs to submit bids for Major Road Network (MRN) scheme funding in 2018. It also highlights where additional resources are needed, for example, future proofing strategic networks in response to the accelerated impacts of climate change.

The SIP contains a mix of different types of strategic transport projects ranging from integrated bus networks to rail rolling stock decarbonisation, road improvements, improving mobile connectivity on the rail network and resilience packages.

## Consultation overview

### Consultation purpose and approach

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

The consultation ran from 7 February 2025 to 3 March 2025 and was accessible via the Peninsula Transport website [www.peninsulatransport.org.uk](http://www.peninsulatransport.org.uk). The consultation was predominantly digitally-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.

Communications and engagement aimed to raise the awareness of the draft SIP, 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.

The survey was publicly available and open to all who were interested in feeding back on the draft SIP. In total 60 responses were submitted via the online survey and XX written responses were sent via email.

### Responses to the online survey

The responses to the online survey are summarised below.

### **Question: What do you think of the Peninsula Transport Strategic Implementation Plan**

To assess the extent of support for the plan, respondents were asked to indicate their level of support for the plan overall. 72% of the 55 responses indicated support for the plan, with a further 12.7 % neutral in their support. Only 9% of respondents opposed the plan overall with a further 5.4% opting not to answer.

	<b>Number</b>	<b>%</b>
Strongly support	27	49.1
Support	13	23.6
Neutral	7	12.7
Oppose	2	3.6
Strongly oppose	3	5.4
No answer	3	5.4

### **Does the SIP align with the priorities set out in the Peninsula Transport Strategy?**

This question was open-ended and allowed individual responses. The majority were positive or unsure. Below details responses submitted with added elaboration beyond a standard yes/no/unsure:

#### Yes, 59.2% (29)

- Yes, and within the aims of local authorities that represent my core values within their Corporate plans.
- Yes, it does. The improvements for rail around the country has seen significant improvements to travel numbers and economic development in rural areas due to an increase in commuter jobs and opportunities which the peninsula could greatly benefit from if the scheme is delivered effectively.
- It clearly sets out the key objectives
- It will do for now.
- Yes. The A38 in Southeast Cornwall appears to be a strategic priority and this is welcome.

#### Neutral or unsure, 14.3% (7)

- Up to a point, although as usual the harder to access rural areas are ignored in favour of schemes that connect over existing major road and rail routes.

#### No, 26.5% (13)

- No, completely forgets North Cornwall.
- Safety for all road users has to come first.
- It appears to be jovial waffle created with the best intentions
- No as at present the dangerous junction at Kennards house Plusha junction at A30 is a death trap and the strategy states TBC, it needs sorting now Kennards House to Plusha Junction A30 [sic]

- Please just sort out Plusha junction. Permanent infrastructure upgrade is the ONLY acceptable solution. It must not negatively affect local businesses such as village shops and schools
- I'm disappointed not to see more actions to improve long distance coach travel, particularly in areas with no train service, like north east Cornwall
- Not sure they will help improve journeys for everyday people
- No A30 plush's [Plusha] needs to be brought forward urgently
- No, Plusha junction needs a permanent safe fix
- The SIP fails to adequately acknowledge or provide for an appropriate solution to make the A30 safe at Plusha Junction. A Grade Separated Junction is absolutely essential to not only ensure the 'officially rated worst accident blackspot in Cornwall' is safe, but also to maintain a reliable main spine route into Cornwall that the Economy of Cornwall can count on, to avoid erosion of business confidence in Cornwall and to support further economic growth both in Cornwall generally, but also around the Plusha Junction itself.
- The area that affects my village Five lanes, has no dates, TBC!! So no!
- This is a confusing document. There seems to be little read-across from the scheme maps to the scheme descriptions. To quote two rail examples at random. The Liskeard [sic] to Looe branch line is shown on the map but not mentioned in the Table of schemes. And the Paignton line is mentioned in the list but is not shown on the map. What's going on?
- Not really because you are ignoring the needs of disabled and elderly people like me.

**Question: When considering the schemes identified within the SIP, which themes are most important to you?**

Respondents were asked to indicate what areas were important to them, from the 54 responses rail scored the highest (16, 29.6%), next was road (15, 27.8%) and then accessibility (10, 18.5%).

This question allowed the option to select 'other' and enter an alternative. The following is what respondents wrote in here (One each):

- Safe road systems
- Road safety and reliable strategic road network that supports economic growth for Cornwall and for which Cornish businesses and travelling public can consistently rely upon. The primary spine road link into Cornwall being regularly closed for long periods of time due to accident investigations is eroding business confidence in Cornwall and suppressing [sic] economic growth both in Cornwall and around the Plusha Junction location – officially rated as the worst accident blackspot in Cornwall.
- Basically, climate resilience underpins it all, but none of it will work without accessibility. Rail and bus are key.
- Safety to life at deadly junction Plusha on A30.
- We have an interest in all of the above particularly rail, road, active travel, accessibility and climate resilience.



**Question: Do you agree that the projects in the SIP delivery plan will help by driving economic growth and help the South West peninsula to prosper?**

Respondents were asked if they thought the SIP would have a positive impact on the peninsula. 56% of the 55 responses indicated support for the plan, with a further 30.9 % neutral in their support. Only 7.2% of respondents opposed the plan overall with a further 5.4% opting not to answer.

	<b>Number</b>	<b>%</b>
Strongly support	20	36.4
Support	11	20
Neutral	17	30.9
Oppose	1	1.8
Strongly oppose	3	5.4
No answer	3	5.4

**Question: Do you have any other general comments on the draft SIP?**

Support for the Plusha Junction (Kennards House to Five lanes) featured highly in the general comments section, along with integration of the different modes of travel to form a whole, all-inclusive transport system, especially in the mostly rural areas.

There was support for rail interventions and the recognition that rail projects can help overcome transport related social exclusion and encourage economic growth.

The full responses can be found in Appendix.

**Written responses**

A total of three written responses were submitted to the STB via email. One response was received via post. Responses were received from a range of organisations including local authorities, industry organisations, other STBs, community transport groups and individuals.

All responses expressed some 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:

## Conclusion

Peninsula Transport sought to assess the level of support for the draft Strategic Implementation Plan with key stakeholders and the wider public. From the outset the project endeavoured to maximise every opportunity to raise awareness of the plan and encourage people to have their say on the investment priorities.

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.

Reaction to the plan has been generally positive overall, there is particularly good support for the priority themes contained within. There were no specific, significant issues raised regarding the priorities in the plan.

Following the analysis of responses, the plan will be updated where possible and a final draft will be submitted to the Peninsula Transport Board in March 2025 to approve its adoption. Once the plan is adopted it will be published and submitted to the Department of Transport. The SIP is intended to be a 'live document' that can be refreshed quickly and easily and the pipeline of schemes updated with additional information as it becomes available. The SIP will be used as an agile resource to respond to calls for schemes, as funding becomes available.

## Appendices

### Appendix I: General Comments

- The A30 Kennards House - Plusha work needs to be prioritised due to the number of deaths here. Currently the temporary speed limit endangers lives every day with so many speeding drivers.
- No mention of cycle routes, traffic free walking routes. Difficult to take bikes on trains, impossible on buses or coaches. Too much reliance on EV solutions. Cornwall will remain car centred for the next 30 years as there is no collective will to change.
- no
- The sip fails to recognise the problem with Plusha junction and only provides a temporary half baked solution
- The PT SIP proposals do not include appropriate measures to address the 'officially rated worst accident blackspot in Cornwall'. Following the most recent 3 fatal incidents at Plusha, in less than 12 months, on 7/11/24 National Highways (NH) implemented 'emergency' measures at Plusha Junction. These emergency measures consisted of partially closing the crossing, to prevent right turn manoeuvres out of the Services/B3257 to head east towards Launceston. These 'emergency' measures are essentially the same layout arrangement as proposed by NH at its Public Engagement Event held at Lewannick Village Hall on 26/9/24 and are those for which the PT SIP also refers, the only difference being is that measures unveiled by NH at the Engagement Event proposed an 'Off' slip from the westbound carriageway onto the B3257/Services and an 'On' slip from the Services/B3257 onto the west bound carriageway. The central crossing partial closure/arrangements proposed at the Engagement Event were exactly as became implemented on 7/11/25 as 'emergency' measures. At the Engagement Event National Highways robustly maintained that the cause of crossing accidents at Plusha is due to vehicles leaving the Services/B3257, crossing to the central reservation before joining the east bound carriageway to head east towards Launceston and beyond. NH maintained that preventing these manoeuvres by partially closing the crossing, from the B3257/Services, would reduce risks sufficiently, would make the junction safe and that crossing accidents at the junction would be prevented. The general consensus and feedback provided by the community to National Highways at the Lewannick Engagement Event was that the NH proposals would not make the junction sufficiently safe and that a proper Grade Separated Junction (GSJ) is the only solution that will prevent accidents at the junction. NH dismissed such arguments put to them by the community and robustly argued otherwise, even though they acknowledged their proposals would not bring the junction up to meet their own current safety standards implemented elsewhere on the A30 and dual carriageways generally. On 31/1/25, just 85 days after the NH emergency measures were implemented, community concerns were unfortunately validated, NH claims were essentially proven wrong and another serious accident occurred (see attached photos). A vehicle (possible SUV type vehicle) appeared to be crossing from the westbound carriageway into the B3257/Services when it appeared

to collide with a double decker service bus which appeared to have been travelling along the west bound carriageway. The effect of which was the double decker bus left the carriageway and became precariously lodged partially on the verge behind the westbound carriageway crash barrier, between the guard rail and the Petrol Filling Station. The vehicle attempting to cross into the services came to rest on its side having spun 180 degrees after colliding with the side of the bus, to face the direction from which it came, completely blocking the A30 westbound carriageway. This resulted in the westbound carriageway being completely blocked for many hours with chaos again ensuing around local road networks and the travelling public enduring hours of delays through unsuitable diversion routes, not to mention parts of Cornwall and businesses temporarily cut off from incoming traffic that the Cornwall economy relies upon. This serious RTA incident just 85 days after NH preferred arrangements were introduced, clearly evidences that NH preferred 'experiment' with road user's lives has not worked, is fundamentally flawed, is not fit for purpose and that accidents will inevitably continue to occur at this junction. This most recent RTA only serves to endorse the fact that the only reliable and practical solution is to provide a Grade Separated Junction at Plusha as Highways Agency themselves officially proposed and consulted upon in 2000 and 2015. The local community and the wider travelling public sincerely hope Peninsula Strategic Transport Board acknowledges Plusha can have no more National Highways experiments imposed upon it and that PSTB and National Highways must make the junction, officially rated as the Number one accident black spot in Cornwall, its number One priority to further a grade separated junction with DfT and the Transport Minister – and PTSTB must make this a far greater priority than they have to date.

- I was linked to this survey by Ben MaGuire MP for North Cornwall - he said it was about Plusha. There isn't anything about Plusha on this survey?
- Economic growth requires residents to be able to access work and commerce. Leaving rural residents without access to decent public transport networks misses a trick, and currently it appears the entire focus is on areas already not too hard to reach.
- The stop gap of the plusha junction should be scrapped and a proper flyover be provided.
- Plymouth METRO and Peninsula Railcard are both very important
- Support Plymouth Metro and improvements of the platforms at Saltash Station to improve accessibility and operational reliability through height and length improvements. Support the addition of a rail turn back option west of Saltash to facilitate more frequent rail journeys between Saltash and Plymouth. Support the Peninsular Railcard Support all A38 Safety Improvements, but especially those focused between Saltash and Trerulefoot. Response from Saltash Town Council
- Doubt if there will be enough funding to enable implementation.
- I would have strengthen the integration piece and how schemes could be funded in the future , private funding or housing levy or land value capture

- The delivery of SIP appears focussed on prosperity whereas it needs to be focussed on safety.
- Plymouth Metro No. 1
- Improvements to air and rail services and integrating them better are important objectives, road transport is, and is expected to continue to be, the most used means of moving people and goods into, out of and within the region. The reliability and safety of our road network needs to be given high priority. The identified provisions in the SIP for safety upgrades to ensure the network is able to take the additional traffic that economic growth will generate are welcome. Looking to the future the SIP needs to endeavour to identify and fix road safety issues that will, if given no remediation, become accident blackspots as has recently been the case with the junction at Plusha on the A30.
- Plymouth Metro - Very much support including Saltash Station platform improvements Submitted by Saltash Rail Users Group
- North Cornwall has been completely left behind. We have been stripped of any rail, and now even getting less and less bus connection. Our young people do not have access to higher or further education now, they have to move away at 16. Businesses like my own do not have access to workers or young talent, as they have moved away and cannot commute, Falmouth students take 9 HOURS to get to our studio with public transport in North Cornwall, so impossible to work with them. The population of +10k of Bude have no public transport access to their local hospital in Exeter. It's unacceptable to leave out the region.
- Fabulous
- The focus on EVs, rather than alternative fuels over the term of the strategy is short-sighted, and other technologies should be acknowledged to be catered for. The lack of recognition of the implications of the economic barrier due to the Tamar Crossings - both the cost and congestion - needs more prioritisation
- I am responding on behalf of Safe38 as Chair of the group. We strongly support the Strategic Implementation Plan and are delighted to see the A38 highlighted. We would like to highlight that mostly offline improvements especially between Carkeel and Trerulefoot are so vital to enable active travel in this area to thrive by allowing the current A38 to become a local access road. We would like to see a park and ride and new train station at Trerulefoot as well as parking improvements at St Germans station to aid in active travel aspirations. We would like to see junction improvements at Bodmin Parkway station to again address safety and improve access to the train station. We are especially concerned about the low railway bridge at Trerulefoot and outside of Dawlish would like to highlight that this is most likely the highest risk area for the railway line to all of Cornwall. Bridge strikes by high vehicles are common and we are very concerned about one causing structural damage which would result in all of Cornwall being cut off from the rest of the rail network. We do believe that dualling of Carkeel to Trerulefoot could be phased to help with delivery affordability issues. The 1 mile section of Carkeel to Stoketon cross including grade separation of Carkeel is of vital importance and should be prioritised due to the high traffic flows especially when the A388 traffic is diverted along it as is planned with

the new roundabout at Stoketon cross. Along with Catchfrench to west of Tideford which is another 1 mile section which would enable a bypass of the low bridge. These two 1 mile sections of carriageway would address significant issues at either end meaning the middle section would be cheaper to deliver. There needs to be phased plan of delivery that falls out of the review of the 2018 A38 case for action. We also desperately need junction improvements at Lean Quarry as well as Menhenniot.

- Safety should be paramount to the SIP. The economy will develop once this is brought up to standard.
- I'd like it to be more ambitious. Investment in the South West transport infrastructure has been neglected for decades - it's all been focussed on the north of the country (where the most vote gain is perceived). So I would like to see a longer term vision of rail connectivity that will give real resilience to the region. Foremost, the proposed Bere Alston - Tavistock must be extended to Okehampton. There must be restoration of lines through north Devon and similarly, the old branch lines in Cornwall. Timetables need to be improved so that public transport in rural areas is as much a first choice as it is in cities.
- Rail is so important
- We consider that Wellington & Cullompton Railway Stations remains a high priority. This scheme, along with J28 improvements, are critical and urgent in order to deliver strategic sustainable growth in the region. The Culm Garden Village, Cullompton, is one of the largest, and most advanced, strategic development sites in the region with a number of planning applications awaiting determination reliant on the improvements to Junction 28.
- Need to make public transport link up and be affordable and accessible for all.
- This proposal completely ignores the needs of disabled and elderly people e.g fully funded provision of Dial a ride, Community transport, and Shopmobility, and also how to get modal transfer i.e. 'bums on seats'. There is no mention of a budget for publicity to "sell" the idea of catching a train or bus to car drivers who have a warm and comfortable drive to work. It has to be cheaper and flexible or no one will use the new facilities being proposed. This strategy needs a lot more thought.
- There is an awful lot of waffle in the sixteen pages I know it is indicative of bureaucracy, but my concern is the Plusha junction and the immediacy of a bridged junction to be implemented. Speaking as a someone who uses this junction you cannot possibly imagine how dangerous it is until you have used it.. this summer will bring considerable problems and I hope no injuries or fatalities but they cannot be ruled out, he junction even in its state now is seriously scary to use but vital for connecting a large swathe of Cornwall.
- The Community Transport Association (CTA) welcomes the opportunity to respond to the Peninsula Transport Strategic Implementation Plan. We recognise the importance of a comprehensive and inclusive transport strategy to support the diverse needs of communities across the Peninsula region. However, we are concerned that the plan does not adequately reflect the significant role that community transport plays in delivering vital transport services to residents. The Peninsula region has an



impressive number of community transport providers delivering essential services, particularly for older people, disabled individuals, and those living in rural and isolated areas. These services bridge critical gaps left by conventional public transport, ensuring that people can access healthcare, education, employment, and social opportunities. CTA has 71 members operating within the Peninsula region, with many more community transport organisations providing services that are not currently members. This demonstrates the widespread availability and importance of community transport in the area. Despite this, the Strategic Implementation Plan makes no reference to community transport, missing a key opportunity to integrate existing services into the wider transport network. Recognising and supporting community transport provision would strengthen the overall resilience of the region's transport system and enhance accessibility for those who need it most. The exclusion of community transport from the Strategic Implementation Plan is a major oversight. Community transport plays a crucial role in supporting local economies and social cohesion, yet its contributions are often undervalued in formal transport strategies. We urge Peninsula Transport to actively engage with community transport providers and incorporate their services into future transport planning. Data from our Mapping England research project highlights the extensive contribution of community transport across the UK. Community transport services deliver millions of journeys annually, providing a lifeline for individuals who might otherwise be unable to travel. These services are particularly vital in rural and semi-rural areas, such as those found in the Peninsula region, where traditional public transport is often sparse or unavailable. According to our data:

- Community transport providers facilitate over 5.8 million journeys per year across England.
- A significant proportion of these journeys support access to healthcare, reducing strain on NHS patient transport services.
- Many services operate flexibly, addressing gaps left by commercial and public transport services.

Given these statistics, it is imperative that Peninsula Transport acknowledges and supports community transport within its strategic planning. We recommend that the plan:

- Acknowledge the role of community transport providers in delivering accessible and inclusive transport services.
- Identify opportunities for collaboration between local authorities, transport operators, and community transport providers.
- Recommend that community transport is considered in funding allocations and policy decisions.
- Develop mechanisms to improve integration between community transport and other transport modes.

The Community Transport Association urges Peninsula Transport to amend its Strategic Implementation Plan to fully incorporate community transport. By doing so, the plan will better reflect the realities of transport provision in the region and ensure that no community is left behind. We welcome the opportunity to work collaboratively to develop an inclusive and sustainable transport strategy that benefits all residents of the Peninsula region.

- Plusha junction needs to be revisited as gap closure is not the answer to ensure safety of this junction. Please look at plans for previous proposed improvements and put original plans in place! They may have been a few years ago but a flyover is the correct option!

- Plush's junction A30 needs urgent permanent solution as there have been consistent deaths and accidents
- Railcard?
- Barnstaple is struggling with traffic congestion. The road infrastructure has been saturated and we need to modernise the North Devon line for two services per hour. The North Devon line needs to be extended to Bideford to service such a large struggling conurbation that is clearly suffering from hardships caused through transport injustice.
- No
- Strongly support Plymouth Metro and improvements of the platforms at Saltash Station.
- Unless the public transport system is dramatically improved, road congestion and safety will not improve, and this will hinder economic growth, particularly in north east Cornwall. When will a coach service linking Okehampton and Launceston to London be reinstated - in the absence of trains in Launceston it was an invaluable, good value service for those in the surrounding areas.
- Whilst improvements to air and rail services are important objectives, road transport is, and is expected to continue to be, the most used means of moving people and goods into and out of Cornwall. A reliable safe and secure strategic road network is vital to the regions connectivity and accessibility. The identified provisions in the SIP for safety upgrades to ensure the network is able to take the additional traffic that economic growth will generate are greatly appreciated. Looking to the future the SIP needs to endeavour to identify and fix road safety issues that will, if given no remediation, become accident blackspots as has recently been the case with the junction at Plusha on the A30.
- Having seen the influx in rail users with the developments of the railways into Cornwall and the increase in commuter travel around the country I firmly believe prioritising rural rail travel in the peninsula especially Devon and Cornwall where the branch lines are minimal to the bigger towns and cities. This would enable more economic growth in the areas of higher deprivation which are typically further away from mainstream travel.
- I feel this is a missed opportunity. There is only one major transport issue in South East Cornwall and that is the road connection to Plymouth, the A38. The section from Carkeel to Trelurefoot is long overdue for dualing. Without this improvement in the short term all the other issues although no doubt important in their own way, pale into insignificance. Money being directed to making the A38 safer would not need to be spent if the new dual carriageway had been built when it was originally planned. Money spent on improving the environment for the settlements along the current A38 is unnecessary if it is ultimately planned to build a new dual carriageway. Better road communication with Plymouth will have many benefits for SE Cornwall and will unlock other benefits as it comes on line. Grasp the nettle build the road now, save money on tinkering with the existing road and give SE Cornwall the connectivity it deserves.



- Plans are all well and good go in to great detail, but I'm my opinion rarely follow through due to financial constraints
- The prioritisation of rail and better integration with buses/coaches is welcome and the most urgent and impactful approach. The criteria do not explicitly state environmental impact (including decarbonisation) which is essential for the assessment of projects, and although implied should be an underpinning principle. The SIP does not recognise nor address in any way transport related social exclusion which is a barrier to growth and economic resilience, for rural areas, deprived areas and young people especially - see the work under taken by Transport for the North.
- Please just sort out Plusha junction. Permanent infrastructure upgrade is the ONLY acceptable solution. It must not negatively affect local businesses such as village shops and schools

DRAFT

# Agenda Item 5



- Appendix 2:
- Appendix 3:
- Appendix 4
- Appendix 5:
- Appendix 6:

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# PENINSULA TRANSPORT

## Item 6 Railways Bill 2025 Consultation - Proposed PRTF Response



13 March 2025

***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 key points set out within this paper;
- (b) The Board is asked to approve the proposed response to the Railways Bill consultation;
- (c) The Board delegates authority to approve the final submission to the consultation on behalf to PRTF and Peninsula Transport to Councillor Davis, Chair of PRTF, following their next meeting.

#### I. Background/Introduction

The Government published the document “A railway fit for Britain’s future” in February 2025, seeking views on the proposed Railways Bill. The Bill enables the establishment of GBR, bringing together track and train, giving the new organisation the authority and autonomy to run the rail network in the public interest. The consultation is open until 15<sup>th</sup> April 2025.

The consultation document sets out the aims of the legislative reforms through:

- Establishment of a new passenger watchdog;
- Reform of fares and online retail of tickets;
- A new statutory role for devolved leaders;
- Streamlining processes and reducing regulatory burdens;
- Ensuring the private sector continues to play a key role, including promotion of rail freight.

A series of questions are posed covering all aspects of the bill. A draft response has been prepared covering these areas provided at Appendix A.

PRTF and Peninsula Transport support the creation of an ‘effective, single directing mind’ placing the needs of the passenger at the centre of the rail service. Key issues raised in the draft response are summarised below:

- **Leadership** – it is essential that the creation of GBR is not a rebranding of Network Rail and reform covers all aspects of how rail is governed. A streamlined ORR must still have the powers to hold GBR to account where appropriate.
- **Passenger Watchdog** – the principle of a new passenger watchdog, working to improve and prioritise the passenger experience is supported. How the watchdog operates alongside ORR needs clarification.
- **Optimising use of the rail network** – making the most of the infrastructure we have is supported by the PRTF and aligns with the Peninsula Transport Strategy. Whilst the retention of open access services will enable this optimisation, it is important this does not lead to confusion for the passenger and ‘two-tier’ services in some locations. The active support for rail freight expansion is supported and aligns with the South West Freight Strategy.

- **Financial Framework** – Continuation of long-term funding settlements of five years is supported as it provides the ability for strategic network enhancements to be appropriately planned for. It is important that enhancements are not delayed by the transitional process and the continuation of the current Control Period.
- **Fares & Ticketing** – The retention of railcards as a discount for regular passengers is strongly supported, and aligns with our intention to create a Peninsula railcard. However there is limited detail on the creation of a simpler fare structure.
- **Devolution** – the proposed legislation includes considerable discussion around devolution and the priority placed on Mayoral Strategic Authorities with regard to governing, managing, planning and developing the rail network within their area. Whilst devolution is supported by Peninsula Transport and PRTF, it is a complex and lengthy process with no clear resolution agreed in our geography. The strong emphasis placed on MSAs and regional rail governance risks removing the regional voice from areas where no elected devolved leaders are in place, or will be for some years. It is essential that areas like peninsula do not lose our ability to influence and collaborate on rail network and service enhancements in coming months and years.

Due to the forthcoming pre-election period across parts of the peninsula region, the Board is asked to approve this draft, but delegate authority to the PRTF to approve a final submission once they have had the opportunity to comment and debate the document ahead of March 25<sup>th</sup>.

#### **Financial Considerations**

There are no specific financial considerations identified in association with this paper.

#### **Environmental Impact Considerations**

There are no specific environmental impacts identified in association with this paper.

#### **Equality Considerations**

There are no specific equality impacts identified in association with this paper.

#### **Legal Considerations**

There are no specific legal considerations identified in association with this paper.

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

Board members are asked to approve this draft consultation response to the Railways Bill 2025 and delegate authority to PRTF to finalise the submission ahead of the pre-election period.

**RAILWAYS BILL 2025**

Peninsula Rail Task Force and Peninsula Transport  
Consultation Submission - DRAFT



Peninsula Rail Task Force (PRTF), as the rail working and advisory group for Peninsula Transport STB, welcomes the opportunity to respond to this consultation on rail legislation reform and supports the formation of Great British Railways.

**GENERAL COMMENTS**

PRTF and Peninsula Transport support the ‘effective, single directing mind’ in principle, placing the needs of the customer at the centre of the rail service and bringing track and train together. Whilst the STB and PRTF have a strong collaborative relationship with both Network Rail and the Train Operating Companies, this isn’t always the case across the country and has taken time to develop. The move towards a more consistent and collaborative approach can only be a good thing for the passenger.

The use of rail has changed significantly in recent years, with a marked increase in leisure and discretionary travel. The south west saw the fastest recovery in passenger demand post-pandemic mainly due to a surge in leisure and educational travel. The peninsula region continues to be ambitious in the vision for rail with plans for a number of new stations and network enhancements to further grow rail use.

Peninsula Transport does have significant concerns with regard to the proposed legislation in the proposed approach to devolution and the role of regional leaders in influencing, governing and planning the rail network in their area. As a region with no current elected leaders, there would appear to be a clear risk of a loss of a regional voice and influence. Whilst reference is made with regard to STBs it is only relatively limited in relation to ‘matters of wider regional interest’.

**LEADERSHIP FOR BRITAIN’S RAILWAYS – QUESTIONS 1 TO 3**

It will be important that the creation of GBR is not simply a rebranding of Network Rail and does represent a radical transformation of the rail sector intended to benefit the passenger. The commitment to being customer-focused will require some significant changes to the culture within Network Rail. The suggested creation of GBR out of Network Rail Infrastructure Limited risks recreating an existing organisation without fully reorganising it.

Reforms to the regulatory framework are welcomed where intended to streamline governance and make decision-making from within more straightforward. It is important that the role of a streamlined ORR is clarified at the earliest opportunity as well of rolls of accountability.

A long-term strategy for rail and GBR set by the Secretary of State is supported as it will provide clear direction and commitment to rail improvements and enhancements. However it must ensure that such a strategy does not become diverted or altered by short-term political issues

**A NEW VOICE FOR PASSENGERS – QUESTIONS 4 TO 6**

The development of a new watchdog for passengers is supported in principle. Any intervention that improves and prioritises the passenger experience is welcomed.

It must be made clear what powers this new watchdog will have, and how it will operate alongside a more streamlined Office for Rail and Road (ORR). The watchdog must have sufficient power to act on behalf of the passenger to ensure issues are resolved and the needs of passenger groups are fed into the running of the railway adequately. The proposal for Transport Focus to undertake the role of passenger champion is support, and it is therefore important that they are given sufficient powers through a strengthened position in order to be effective.

**MAKING BEST USE OF THE RAIL NETWORK – QUESTIONS 7 TO 11**

Making the optimum use of the existing rail infrastructure and available train paths is supported by PRTF and Peninsula Transport. It is essential that the resources we have available are used as efficiently as possible. This should include the provision to ensure that services and timetables have due consideration for the onward journey of passengers, to facilitate an integrated network and simplified interchanges.

The legislation retains the provision for open access rail services, with the proposal that the government and GBR will take decisions on access in the public interest. The concept of open access services, where spare capacity can be used to the benefit of the passenger, is supported. However, the extent to which this is retained in the future GBR network may cause some confusion to the passenger and has the potential to lead to a ‘two-tier’ rail service. The removal of the independent decision-making powers on open access services from the ORR may also lead to GBR being placed in conflict when making commercial decisions regarding services in competition to the nationalised network. The role and process of granting access to the rail network needs to be made explicit and clear with the role of ORR and GBR clarified.

The support for the expansion of rail freight access, within the constraints of available paths, is supported by the PRTF and Peninsula Transport. Peninsula Transport and Western Gateway published a joint Freight Strategy in 2022 which identified a number of interventions to encourage sustainable freight transport across the region. This included a series of measures to encourage rail freight growth, through the establishment of intermodal facilities in the region and working with potential users of rail freight to understand the barriers to transporting more goods by that mode. It is known there are a number of rail freight paths on the network in the region that are currently under-utilised. The prioritisation of freight within GBR should ensure that these opportunities are taken wherever possible. Peninsula Transport and PRTF welcome the recent target for freight growth announced by the GBR Transition Team, although feel this could be more ambitious in some parts of the network.

**FINANCIAL FRAMEWORK – QUESTION 12**

The continuation of the five-year funding settlement for GBR is supported as it retains continuity for longer term strategic planning of the railway. The continued role of ORR in monitoring progress is also supported. Further clarification needs to be provided as to how this funding arrangement will govern train services and the opportunity for flexibility in funding provision and allocation.

It is essential that funding is allocated to scheme development in a timely manner to reflect the growing need for infrastructure investment and enhancement. It is also important that enhancements are not delayed through this transitional process until the end of the current Control Period where they are appropriate to bring forward sooner.

**FARES, TICKETING AND RETAILING – QUESTIONS 13 TO 14**

The cost and complexity of the current fare system presents significant barriers to use of the railways. The legislation therefore needs to enable a simpler fare structure to be put in place, which provides better value for the user, and supports the governments targets to achieve net zero. The proposal not to see the responsibility for this vested with the ‘single directing mind’ would appear to make this difficult to achieve.

With regards to ticketing, it is acknowledged that the independent retailers sector is well developed that it would be impossible to step back from that to benefit the user. Therefore it is important that the ticketing and fare structure is simpler, clearer and easier to understand. This can only be achieved through a simplification and rationalisation of the types and number of fares available to passengers, moving away from the current experience of ticket purchasing which is confusing and undermines

customer confidence. It isn't clear whether this legislation proposes to undertake this simplification, rather it merely confirms the gradual replacement of individual TOC ticket retailing websites.

The commitment to retaining the railcard-related discounts is strongly supported. PRTF have been instrumental in promoting the Devon & Cornwall Railcard and have developed proposals to expand this offer to be a Peninsula Railcard with increased coverage and improved terms and conditions. This railcard is hugely popular in the peninsula region and is of significant benefit to our resident population.

## **DEVOLUTION – QUESTIONS 15 TO 18**

As detailed earlier in this response, PRTF and Peninsula Transport are particularly concerned about the priority the legislation places upon Mayoral Strategic Authorities (MSAs) with regard to governing, managing, planning and developing the rail network. The development of MSAs across the country is supported, however this will take some time to achieve and, particularly in the peninsula region, will not be simple. Whilst discussions are currently ongoing regionally around the potential MSA landscape of the future, these will take some time to conclude and likely years to implement in full.

The direct link between MSAs and the governance of regional rail networks risks removing the regional voice from areas where no elected devolved leaders are in place over coming years. The proposal to establish bespoke agreements with MSAs in different parts of the country presents a risk of inequality in local governance and influence on rail services rather than achieving a consistent level of service across the network.

The proposed legislation does not take into account the responsibility given to STBs to “coordinate the carrying out of transport functions in relation to the area that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions<sup>1</sup>” as set out in the Cities and Local Government Devolution Act 2016. Whilst the emerging devolution landscape may see some STBs subsumed within MSAs where appropriate, this will not necessarily happen consistently across the country. Provision must therefore be made for areas without MSAs to have similar roles in feeding into the rail business planning process in their region.

It is essential that rail networks are planned collaboratively with Local Authorities, STBs and other regional stakeholders to reflect local ambitions, growth targets and policies. This collaboration already exists in the peninsula and, although there are no devolved elected leaders in place, this has led to significant rail infrastructure investment and service improvements in recent years.

We would also like to see the acknowledgement that rail is part of an integrated transport network and therefore needs to engage with STBs as well as other network operators such as National Highways.

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<sup>1</sup> <https://www.legislation.gov.uk/ukpga/2016/1/crossheading/subnational-transport-bodies>





# FINANCE UPDATE

## Item 7 Financial Update Report



13 March 2025

***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
- (c) The Board is asked to acknowledge the FY 25/26 funding letter received from the Secretary of State

#### I. Background/Introduction

##### **Forecast Expenditure 2024/25**

As we are approaching the end of FY24/25, the actual and forecast expenditure has been reviewed as follows:

**Table 3. Forecast Expenditure 2024/25**

Core Team costs	£350,000
Function admin & comms	£170,000
Work package commitments & future commissions	£300,000
<b>Total</b>	<b>£820,000</b>

##### **Spend to end of February 2025**

Actual spend to the end of February has been calculated as £718,000. A further spend of £102,000 is anticipated by the end of the financial year.

##### **Budget Forecast February 2025**

The revised budget is constituted as follows:

**Table 4. Revised Budget Forecast 2024/25**

Funding Provision	£1,017,400
Forecast Expenditure	-£820,000
<b>Contingency/Carryover</b>	<b>£197,400</b>

##### **Peninsula Transport FY25/26 Funding Allocation**

A paper was brought to the Board in December 2024 setting out our proposed Business Plan based on an assumed DfT grant funding of £649,000. This was requested for submission to the DfT in January to inform their budget setting process. The grant funding for FY2025/26 has now been

confirmed by the Secretary of State as £649,000 as stated in her letter at Appendix A. The Business Plan and associated budget for 2025/26 is therefore unchanged and is also based on member authority funding contributions remaining consistent with previous years.

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

Board members are asked to note the budget for 2024/25 and to note that the committed expenditure remains affordable. The DfT funding has been received in full for 2024/25 (£649,000) and confirmation of funding has been received for FY2025/26 which is very welcome news.



Department  
for Transport

# Agenda Item 7

From the Secretary of State  
Rt Hon Heidi Alexander MP

Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Tel: 0300 330 3000  
E-Mail: [heidi.alexander@dft.gov.uk](mailto:heidi.alexander@dft.gov.uk)

Web site: [www.gov.uk/dft](http://www.gov.uk/dft)

Councillor Mark Coker  
Chair, Peninsula Transport  
*Via email*

cc: Nigel Blackler, Senior Officer

24 February 2025

Dear Councillor Coker,

## Peninsula Transport Funding Allocation 2025/2026

I wanted to write to confirm the funding allocation for Peninsula Transport, following the approval of your business plan for the next financial year 2025/2026 of **£649,000**.

This is in recognition of all the work you have done supporting the Government's Missions and the way in which you have worked collaboratively with the Department for Transport and our delivery bodies as a supportive partner.

I recognise the role Sub-national Transport Bodies (STBs) can play in supporting both local and national government priorities such as economic growth and housing. Going forward I ask that you focus on:

- Delivering a pan-regional approach through developing regional transport strategies.
- Focussing on pan-regional connectivity and integration.
- Supporting local authorities' capacity & capability through providing access to STB modelling and analysis tools and expertise.

Now that I have agreed your business plan, my officials will send you a funding and governance agreement and a Grant Determination Form for your accountable Section 151 officer to sign and return. Following this, the funding will be granted under Section 31 of the Local Government Act 2003, in the financial year 2025/2026.

Yours sincerely,

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Rt Hon Heidi Alexander MP  
SECRETARY OF STATE FOR TRANSPORT



# COMMUNICATIONS & ENGAGEMENT

Update report

5 March 2025

***Please note that the following recommendations are subject to consideration and determination by the Board before taking effect.***

## RECOMMENDATION

### It is recommended that:

- I. 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 January – March 2025, as well as setting out the up-and-coming programme.

### 2. Communications activities since January 2024

From January 2025 onwards, Peninsula Transport has continued to see an increase in communications activity as more workstreams and stories reach a suitable point to be put into the public domain. The main bulk of activity has centred on fresh content for our communications channels, as well as maintaining the website and social media, carrying out the SIP consultation, providing support for the DfT INTS Roadshow and creating and distributing a quarterly newsletter.

LinkedIn analytics show that between December 5<sup>th</sup> 2024 and March 5<sup>th</sup> 2025 there were 5,451 impressions which is a 37.4% increase. 127 reactions was an increase of 44.3%. The best performing post was the SIP consultation post on 2<sup>nd</sup> December 2024 with 54.93% engagement rate.

#### Communications channels

Website and social media is kept up to date and the website will benefit from a full refresh upon SIP approval.

#### Social media calendar

This is kept up to date daily and we join with Western Gateway where applicable for best use of time.

#### SIP consultation

This is now complete and results have been provided.

#### Quarterly newsletter

There was no shortage of content for this.

## DfT INTS Roadshow

We have been supporting the DfT with organisation of the event for our region which took place on 7<sup>th</sup> March in Falmouth.

## Content / campaigns

These stories are now or soon to be featured on the website, and also LinkedIn / Twitter/X where appropriate, and are opportunities to promote Peninsula Transport's key messages:

- NH comms plan for Saltash Tunnel.
- EV infrastructure Action Plan.
- Coach Action Plan.
- Summary around latest conferences.
- PRTF / Old Oak Common advocacy media coverage updates.
- South West ATCO event.
- Logistics UK.
- Government Health Mission Roundtable.
- Quarterly newsletter.
- Interchange 2025.

### **3. Future work activities**

We expect communications to continue to increase over the coming months. The communications strategy will be further developed so that it continues to be aligned with the SIP. A proactive and reactive content plan will continue to promote the work of Peninsula Transport with the aim of building the profile and showing the STB's work in action.

The following work will be undertaken in the coming months:

## Content / campaigns

These stories are for the website, and also LinkedIn / Twitter/X where appropriate, and are opportunities to promote Peninsula Transport's key messages:

- HGV rail terminals.
- DfT INTS Roadshow Falmouth.
- Updates on funding of £100k along with WG to support successful Rural Mobility Pilot.
- Update on freight backloading pilots.
- SIP communications and public affairs.
- Peninsula Rail Card update.
- Reposts from partners and aligned channels.

## Next changes to website

- Realign the schemes part of website in line with new approved SIP.
- Wholesale update in other areas such as "about" once we have the SIP.

## Review and redevelop comms strategy

- Start building a new key message into our comms to reflect a narrative to local authorities about how the STB is adding value at a time where teams are stretched.
- Alignment of our messages to both the transport strategy and SIP, and review of tactics.
- Communications strategy update – in line with the SIP.

- Communications activity plan for 2025 – refresh following SIP.
- MP engagement at the appropriate time for the SIP and CSR following initial introductions to MPs by PRTF around Old Oak Common theme.
- Introduce LinkedIn metrics.
- Possible press release and media lists creation.

#### **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 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**

Peninsula Transport communications have begun to increase as previously forecast, and over the coming months, will be delivered with the SIP in mind as well as an overarching proactive and reactive content plan to promote increasing content about the STB's work.





### **Integrated National Transport Strategy Roadshows**

These are currently taking place around the country and have been highly engaging and successful so far. The Peninsula Transport event will take place in Falmouth on 7<sup>th</sup> March, but stakeholders are welcome to sign up to any of the roadshows if it is not possible for them to get to Falmouth. The Roundtable segment of the events has been cancelled but the majority of the roadshow agenda will continue as planned and there will be plenty of time to engage with attendees.

### **South West Rail Debate**

This took place at Westminster Hall on 14<sup>th</sup> January. Many MPs from the region raised issues and concerns about rail provision in the region (including Old Oak Common, service reliability, fares, Bristol to London services, connectivity and isolation in Cornwall in particular).

Minister Simon Lightwood then responded:

- The Rail Minister has now met GWR and CrossCountry, as well as Network Rail, to ensure they are delivering on their plans to address poor performance.
- Ministers attended a debate on the impact of Old Oak Common on rail services. The frequency of these debates demonstrates the importance that hon. Members and their constituents place on the rail network, and the crucial role it plays in supporting economic development, housing, employment growth and tourism. That is why we have made fixing Britain's railway our top transport priority. We need to improve services for passengers and deliver better value for money for the taxpayer.
- MPs have shown strong support for a number of potential rail projects across the region and the country. Ministers have been clear, however, that it will not be possible in the context of the financial situation the Government have inherited to afford to deliver all the proposed projects. The Secretary of State is conducting a thorough review of the previous Government's plans, to ensure that our transport infrastructure portfolio drives economic growth and delivers value for taxpayers.
- Many Members have referenced Old Oak Common and the impact it will have on rail services to and from the south-west. The station will enable HS2 services to start operating, by providing a new interchange with the Elizabeth line. Without it, HS2 cannot open. A project of the scale and significance of Old Oak Common cannot be delivered without some disruption to existing services. Our challenge to HS2 Ltd is to keep that disruption to a minimum and to support Network Rail and train operators to keep passengers moving.

### **Rail Reform**

Plans for the landmark Rail Reform Bill to restructure Britain's railways were announced on 18 February and this will include the setting up of a passenger watchdog to give passengers a voice and hold train operators to account. A public

consultation was launched asking for views on new policies to be included in the forthcoming Bill, which will enable the establishment of Great British Railways (GBR). The consultation will close on 15 April.

## **Active Travel Fund tranche 2: stage 2 process evaluation**

This evaluation explores local authority officers' experiences of how ATF funded schemes have worked across England.

The report explores local authority officers' views, perceptions and experiences of how ATF-funded schemes have worked in their area, including:

- scheme implementation
- scheme level monitoring and evaluation
- experiences of engagement
- how scheme characteristics affect success
- processes of funding active travel

This report is part of the second stage of the ATF process evaluation, which was conducted as part of a wider evaluation of the ATF. It provides a summary of the stage 2 findings from the process evaluation, with feedback from 28 funded authorities across England through 4 focus groups.

## **Active Travel Fund Allocations**

These have now been released and published to include ATF5 for 2024/25 and the consolidated ATF for spending in 2025/26.

## **Buses**

BSIP Terms and conditions letters have been issued. The approach will generally be more flexible with LAs able to convert up to £1m of revenue to capital without the need for project adjustment requests. There is also now an opportunity to convert capital to revenue, but any proposals for this will need to go through the project adjustment request process. We won't be approving individual Delivery Plans for 2025/26. This is part of the 'more devolution, flexibility and freedom' agenda that both DfT and HMG are trying to push. However, we will carry out a very basic assessment of all Delivery Plans to ensure that LTAs are: a) using the Bus Grant on bus schemes/initiatives/projects; b) not using the Bus Grant to 'top up' other bus pots (i.e. concessionary travel etc) and/or non-bus pots (i.e. social care etc) and; c) not using the Bus Grant in a way that is not allowed (i.e. to fund home to school services etc).