

# PUBLIC PARTICIPATION QUESTIONS & STATEMENTS

28 October 2019

## I. QUESTION FROM MARGARET TURNER (IN ATTENDANCE)

How, in light of the Parliament's declaration of a Climate and Environmental Emergency, can you justify building more roads to service airport expansion – rather than putting money into much improved and extended provision for cyclists?

### REPLY BY COUNCILLOR BROWN

Earlier this year, the Government asked Sub National Transport Bodies to submit schemes for improvements to the Major Road Network (defined as the economically most important A roads in the country). This funding is ring-fenced from the National Roads Fund, therefore was not available for cycling schemes, although a number of the schemes submitted by the Peninsula Transport STB for the Major Road Network included improved walking and cycling infrastructure. The schemes submitted by the Peninsula are listed below:

- A39 Atlantic Highway, Camelford Bypass;
- A39 Roundswell to Bishop's Tawton, Barnstaple
- A361 Glastonbury Congestion Pinch-point Improvements;
- A374 / A386 / A3064 MRN Phase I, Plymouth;
- A379 Bridge Rd Corridor Improvements, Exeter;
- A382 Drumbridges to Newton Abbot.

Peninsula Transport also supported a cross-boundary scheme submitted by Western Gateway STB to improve access to Bristol Airport via the A38. Connections to Bristol Airport are vital to the South West Peninsula. The scheme will remove pinchpoints and provide additional capacity both close to Bristol Airport and along the A38 from South Bristol, through North Somerset, to the M5 at Junction 22 in Somerset, and ensure the route is resilient to planned housing and economic growth.

## 2. QUESTION FROM HELENA WHITTEN (NOT IN ATTENDANCE)

How many towns and cities in the Southwest region does the Peninsula Transport Body plan to make car-free by 2030, in order to play a part in complying with the Climate Emergency plans made by many of the local councils across the area?

### REPLY BY COUNCILLOR BROWN

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, details such as this have not yet been determined.

## 3. QUESTION FROM MAURICE SPURWAY (NOT IN ATTENDANCE)

In view of the fact that the most important issue of our time is the Climate and Ecological Emergency, declared by most of the Local Authorities covered by the Peninsula area, could the purpose of this group be changed as follows; *“The purpose of the Shadow Sub-National Transport*

*Body for the South West Peninsula will enable more effective engagement between the partner authorities and the Department for Transport about strategic transportation investments linked to the requirements of the Climate and Ecological Emergency”?*

#### **REPLY BY COUNCILLOR BROWN**

The primary purpose of Sub-National Transport Bodies is to enable more effective engagement between the partner authorities, transport industry stakeholders and the Department for Transport in relation to all issues associated with strategic transport investment in the area. It is considered that this includes the requirements of the Climate Emergency.

#### **4. QUESTION FROM PHILIP WEBBER (NOT IN ATTENDANCE)**

Expanding an airport and aiming for greater road capacity is NOT consistent with the urgent need to combat an impending climate and ecological emergency caused by excessive fossil fuel use. This being the case what does the transport body propose to do to deal with this conflict? IE there appears to be a direct conflict between the aims and objectives of the Transport Body as constituted and the need for a radical review of policy. I would suggest that the body should abandon any support for airport expansion and any road building representing an increase in overall capacity (some bypass schemes being exempt) and that measures such as greater pedestrianisation in towns, expansion of pavement provision in rural areas, greater extent of cycle way, electric bicycle and electric vehicle charging points be supported.

#### **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency have not yet been determined but are likely to form a significant consideration.

It should be noted that the STB is established to provide a clear mechanism for Government and a broad range of stakeholders to engage with the South West Peninsula authorities on strategic transport investment matters and how this supports economic and employment growth

Local transport investment policies will continue to be determined by the individual authorities.

#### **5. QUESTION FROM PETER SCOTT (NOT IN ATTENDANCE)**

Expanding an airport and aiming for greater road capacity is NOT consistent with the need to combat an impending climate and ecological emergency caused by excessive fossil fuel use. In this case what does the transport body propose to do to deal with this conflict?

#### **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency have not yet been determined but are likely to form a significant consideration.

#### **6. QUESTION FROM GEORGE CURRY (NOT IN ATTENDANCE)**

In the light of the climate emergency does the authority have reduction of carbon emissions as the driver behind all its policies and transport plans? If so what is the baseline data for carbon transport emissions in the Peninsula and what are the annual targets for emission reduction,

bearing in mind that at present transport is the only source of carbon emissions that is still rising in Devon?

### **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency and carbon emissions have not yet been determined.

The work on the Economic Connectivity Study will include establishing baselines in a number of key areas, and will include an understanding of how major trends, including environmental factors, will impact transport investment for the future.

### **7. QUESTION FROM ANNE BENTHAM (IN ATTENDANCE)**

Having looked at your past minutes, climate breakdown and the ecological degradation does not appear to have been a priority for discussion at your meetings. The Economic Connectivity Study report presented for the meeting on 28th October 2019 addresses climate breakdown by including paragraphs about "decarbonisation".

The emerging results from the connectivity study presented in the agenda for the meeting states that "Goals for transport carbon reduction in the Peninsula are therefore unlikely to be met unless urgent and significant new action is taken to accelerate carbon reduction".

Please can you say what you are doing differently and explain your plans with respect to urgent and significant new action to accelerate carbon reduction?

### **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. The Economic Connectivity Study is one of the first workstreams to be developed that will help inform the Transport Strategy by considering the longer-term strategic issues facing transport and connectivity across the Peninsula. It seeks to understand how major trends in technology, climate policy and transport behaviour may play out through the consideration of different scenarios. It does not make recommendations for what future actions should be implemented to accelerate carbon reduction; these have not yet been determined by Peninsula Transport.