

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

28 OCTOBER 2019

Present:-

County Councillors

Councillors A Davis (Devon County Council), M Coker (Plymouth City Council), J Woodman (Somerset County Council)

Co-opted Members:-

I Harrison (Heart of the South West LEP), D Northey (Network Rail), D Round (Network Rail), I Parsons (Highways England), A Creedy (Western Gateway), J Whaley (Cornwall & Isles of Scilly LEP) and R Stevens (Transport Forum)

Apologies:-

Councillors G Brown (Cornwall Council) and M Morey (Torbay Council), K Bourner, D Glinos, D Ralph, A Rhind and B Wills

24 **Minutes of the previous meeting**

RESOLVED that the minutes of the meeting held on 3 July 2019 be approved as a true record.

25 **Items requiring urgent attention**

There were no matters raised as urgent items.

26 **Peninsula Transport Update**

The Board considered the Report of the Technical Lead Authority on the latest progress and activities of Peninsula Transport, including the progress of the Economic Connectivity Study.

The submission of the Regional Evidence Base to the Department for Transport in July 2019 was confirmed. 6 schemes on the Major Road Network, totalling £254m, and 3 Large Local Major schemes, totalling £302m, were included as asks for investment.

On 30 September 2019, it was been confirmed in an announcement from the Department from Transport that 3 schemes supported by Peninsula Transport will receive co-development funding. These are:

- A38 (Bristol Airport access improvement)
- A38 Manadon Interchange (Plymouth)
- A374/A386/A3064 Plymouth MRN Phase 1

Discussions are continuing with the Department for Transport around co-development of the other schemes submitted with further information expected.

The next step for Peninsula Transport will be to develop a Transport Strategy. Resourcing for this has been considered, with 4 scenarios under differing levels of investment submitted to the Department for Transport. It was noted that central government funding will be needed to support the ongoing activities of the sub-national transport body.

Members heard how Peninsula Transport have been involved in a number of activities designed to engage stakeholders and raise awareness of the STB. These activities are

ongoing, with Peninsula Transport being represented at Highways UK on 6/7 November 2019 and a Transport Forum planned for 21 November 2019 in Plymouth.

Members also heard an update on the Economic Connectivity Study, being undertaken by AECOM and Connected Economics. It is expected that this study will be complete in the next month. The study aims to consider long-term strategic issues facing transport and connectivity across the South West Peninsula, focusing on 5 key themes of decarbonisation, digitisation, urbanisation, the world of work and flexible lifestyles as well as spatial and corridor-based analysis.

Members asked whether the emissions statistics presented included all modes, and it was confirmed these are highway emissions only.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Coker and

RESOLVED that

- (a) Arrangements continue for the Officer Group / Project Directors to approve the Economic Connectivity Study with delegated authority;
- (b) A Transport Strategy workshop with Members be convened to determine the next stage of work for Peninsula Transport.

27 **Public Participation**

In accordance with the Board's Public Participation Rules, the relevant Board Members responded to 7 questions from Members of the public on the Climate Emergency.

Cabinet Members also responded orally to supplementary questions arising from the above.

The Chair thanked all the public speakers for their contributions.

[NB: A copy of the questions and answers are appended to these minutes and are also available on the Council's Website at <https://democracy.devon.gov.uk/ieListMeetings.aspx?CId=459&Year=0>]

28 **Finance Update**

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

The Board heard that the expenditure planned of Peninsula Transport is currently affordable and within the overall budget. However, it was noted that currently there is not sufficient money to support a full Transport Strategy and external funding support from the Department for Transport will be necessary. The activities to date have been funded by the constituent authorities.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Coker and

RESOLVED that

- (a) The financial information presented in the Finance Update Report be approved

29 **Communications and Engagement Update**

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

The Board noted that the website has been developed, with plans to make it more dynamic. In addition, the audience of the Twitter page has been building with important messages retweeted and key headlines from Peninsula Transport shared. South West Peninsula MPs are receiving regular updates from Peninsula Transport.

Members were given a demonstration of the website (www.peninsulatransport.org.uk/) and Twitter (@PensTransport) pages. The offer from Network Rail to collaborate in order to improve the rail section of the website was welcomed.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Coker and

RESOLVED that

- (a) The information presented in the Communications and Engagement Update Report be approved

30 **Peninsula Rail Task Force Update**

The Board received the Peninsula Rail Task Force update from Councillor Andrea Davis, Chair of the Peninsula Rail Task Force.

The Board noted that Network Rail are investing in a number of schemes in the South West currently, in line with the existing Peninsula Rail Task Force strategy. Recent engagement activities have been well received by the local population at Dawlish. Councillor Davis also met the Minister of State with responsibility for rail, Chris Heaton-Harris and thanked him for the flood alleviation works at Cowley Bridge. Government's commitment to reduce CO2 emissions by 2050 and the role that rail would play in this was also discussed. Cllr Davis also invited him to visit the South West.

31 **Co-Opted Members Update**

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

The Board also received a presentation from Network Rail covering a strategic rail planning update. It was noted that Sunday 15 December 2019 sees a large scale timetable change, as a result of a number of infrastructure changes between Paddington and Penzance. In addition, there is a proposal for a phased approach to strategic planning across the Peninsula geography, with studies responding to PRTF strategic themes in set localities. The West of England study is underway and due to be complete by March 2020.

The Board also heard that works at Barnstaple have commenced, whilst works at the junction east of Taunton and the completion of works at Whiteball Tunnel will be undertaken on 9 – 14 November. Travel information is available at www.GWR.com/taunton with information about the work itself at www.networkrail.co.uk/somerset

The Board were advised that work is underway at Dawlish, with work planned to complete in Spring 2020 and design work is continuing for the next section towards Dawlish Warren. The Parsons Tunnel – Teignmouth team are planning a second round of consultation, with details being worked up currently.

The Department for Transport provided an update which highlighted that there have been a number of investment announcements from the Department for Transport including the Major

Road Network schemes and the 'First Steps in a Bus Revolution' includes the new 'Superbus' networks, starting with Cornwall, and focusing on fares, frequency and priority.

Western Gateway advised that they are looking at the next steps for the STB and working on a rail strategy. There has been dialogue with the Department for Transport about the schemes submitted to the Major Road Network (MRN) and Large Local Majors (LLM) funds. It was also noted that Western Gateway will also be at Highways UK in November 2019.

Highways England reported that they were asked to comment on MRN and LLM schemes that were submitted, with a focus predominantly on those closest to the Strategic Road Network (SRN). It was noted that there is a desire to work closely with the co-development of successful schemes where it impacts the SRN.

Cornwall and the Isles of Scilly LEP are continuing to work with colleagues at Cornwall Council on drawing up a long list of projects.

Heart of the South West LEP advised that they are continuing to work on the Local Industrial Strategy, with a slot provided at the Transport Forum in November.

Members discussed and asked questions on the importance of the rail connectivity between Taunton and Bristol and the decarbonisation of the railway.

32 Future of Mobility Regulatory Review

The Board received apologies from the Centre for Connected and Autonomous Vehicles. A note was provided to the Board Members which highlighted that the Department for Transport are planning to launch a call for evidence in Autumn 2019 as part of the Future of Mobility Regulatory Review. There is an intention that sub-national transport bodies will be engaged in this process. As such, it is intended that a half day workshop will be arranged for Members to discuss the Future of Mobility Regulatory Review. Dates will be circulated with Taunton as a suggested venue.

33 Dates of Future Meetings

Board Members noted the dates of future meetings as:

5 March 2020
4 June 2020

All meetings to be held at County Hall, Exeter, EX2 4QD at 10:00am.

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 2.00 pm and finished at 4.00 pm

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.

