

WP04 HIGH LEVEL STRATEGY

WP04 High Level Transport Strategy Update

4 December 2020

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 draft Peninsula Transport Vision statement is approved;
- (b) The Board agrees to review and approve the draft Integrated Impact Assessment (IIA) Scoping Report via email before circulating to Statutory Consultees and wider stakeholders for a minimum 5-week consultation in early 2021; and
- (c) The Board agrees to review and sign-off a draft of the Peninsula Transport Vision document for consultation ahead of the next Peninsula Transport Board meeting on 4th March 2021.

1. Background/Introduction

Peninsula Transport Sub-national Transport Body (STB) is drafting a high-level vision document in preparation for the development and publication of a full Peninsula Transport Strategy in 2021. This builds on the analysis and engagement presented in the Regional Evidence Base (REB), published in 2019, and the Economic Connectivity Study (ECS), published earlier in 2020.

Work Package 4 (WP04) High Level Transport Strategy, and WP05 Economic Corridor Studies, are the first of the strategic work areas to receive local funding from the local authorities to progress development of the Transport Strategy prior to receiving STB funding from the Department for Transport (DfT).

Peninsula Transport STB Board Members received an overview presentation of the emerging vision statement, the development of the Integrated Impact Assessment (IIA) and proposed consultation arrangements at a workshop held on 22nd October 2020. These have been developed further, alongside the preparation of an IIA Scoping Report, with an update and decisions required set out below.

2. The high-level vision statement

The vision statement sets the purpose and overall intention of how transport and mobility will look in the South West Peninsula in the future. The vision will be underpinned by goals (defining the ambition for what we are trying to achieve in the region) and objectives (setting out how this will be achieved) and will be used as the basis for developing the full Peninsula Transport Strategy.

Following engagement by our consultant support team with Board Members, officers and stakeholders from the Peninsula Transport Forum, it was agreed that the vision for transport in the STB region should:

- Be distinctive and inspirational;
- Emphasise each element of the strong sustainability model (environment, society and economy);
- Present decarbonisation aims in the context of other (potentially divergent) aims;

- Be developed iteratively and potentially evolve over time; and
- Be signed-off by the STB Board.

Through drafting and feedback, the draft Vision statement is as follows:

Transforming transport across the Peninsula to enable our unique and outstanding environment to flourish and our economy and society to thrive.

It is **proposed that the draft Peninsula Transport Vision statement is approved by the Board** for use in the development of the High-Level Vision Document, consultation with stakeholders (including the public), and the development of further work packages ahead of preparing the Full Peninsula Transport Strategy.

3. Integrated Impact Assessment (IIA) Scoping Report

To ensure that the Peninsula Transport Strategy addresses the appropriate strategic environmental, social and economic impacts, an Integrated Impact Assessment (IIA) is being developed alongside it. A scoping report has been prepared and this will form the methodological structure for assessing the draft Peninsula Transport Strategy and any reasonable alternatives as they are developed for the strategy. IIA fulfils the requirements for Strategic Environmental Assessment (SEA¹) and discharges the duties for Equality Impact Assessment (EqIA²) and Health Impact Assessment (HIA³).

The use of an IIA will help ensure consistency in the development and evaluation of the Peninsula Transport Strategy and is considered best practice – particularly given the environmental and social constraints in the Peninsula.

As Peninsula Transport STB is not a statutory body, there is no legal requirement to undertake the IIA to reflect the requirements of the associated regulatory frameworks. However, in addition to being best practice, each local authority has their own obligations as statutory bodies. This approach acknowledges that the vision and strategy will shape subsequent plans and scheme promotion roles, either individually or on behalf of the STB, for schemes emerging from the transport strategy.

The IIA will provide a robust framework for all work packages to refer to, and will be developed, reviewed and published alongside the Full Peninsula Transport Strategy.

This integrated assessment will identify the potential impacts of the Peninsula Transport Strategy on the environment, community and vitality of the Peninsula region, with a view to promoting a more sustainable plan making process.

This IIA follows the process required by the SEA Regulations. There is guidance published by government on undertaking SEA, specifically 'A Practical Guide to the Strategic Environmental Assessment Directive'; the 'Practical Guide'. This sets out a five-stage process for undertaking

¹ Directive 2001/42/EC

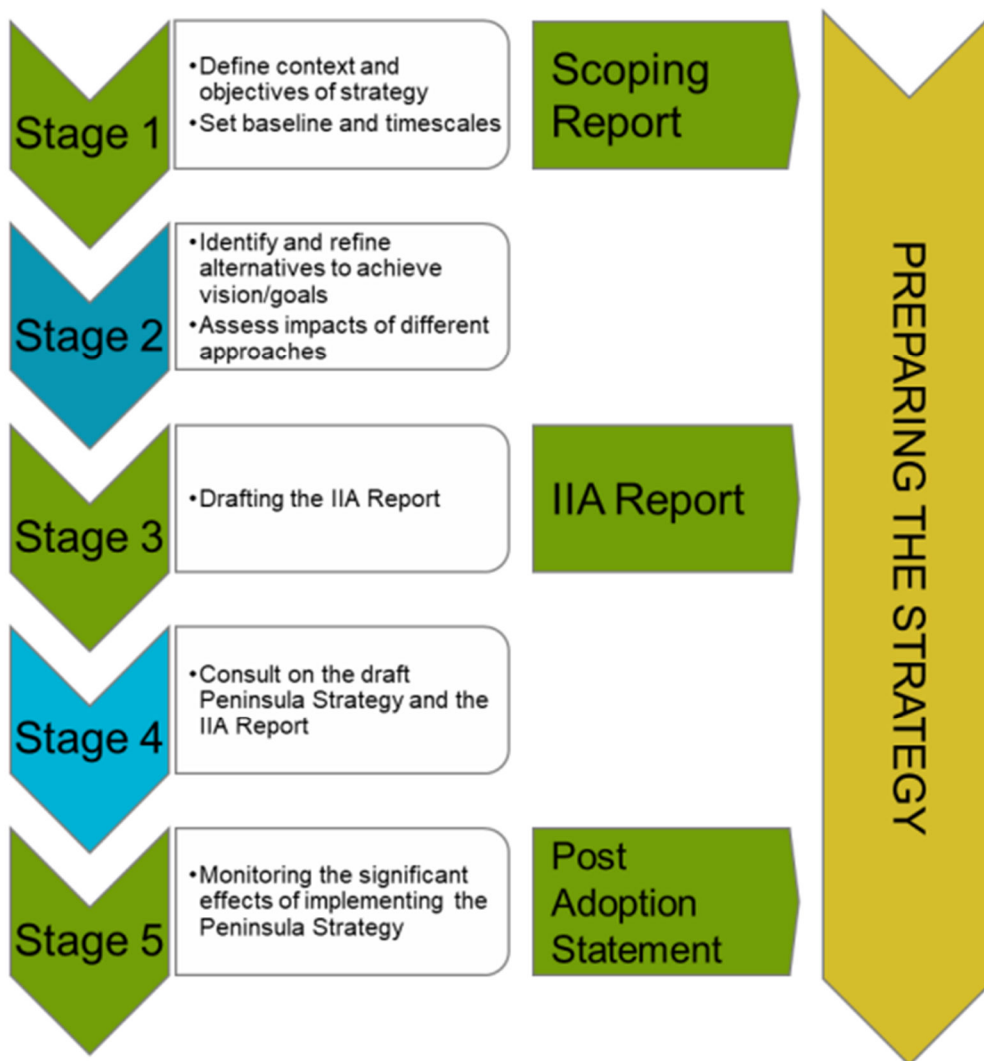
² Equality Act 2010 [online] available at: <http://www.legislation.gov.uk/ukpga/2010/15/contents>

³ National Planning Practice Guidance. Paragraph: 001 Reference ID: 53-001-20140306 [online] available at: <https://www.gov.uk/guidance/health-and-wellbeing>

SEA. This in conjunction with the SEA Regulations guides this assessment. The stages are outlined in Figure I-1 (below).

Stage I has culminated in the production of a Scoping Report for consultation with Statutory Consultees as a minimum. The statutory consultation bodies for SEA are Historic England, the Environment Agency and Natural England. Due to the presence of Dartmoor National Park, Exmoor National Park, and nine AONBs within the Peninsula region, these organisations will also be consulted.

Figure Error! No text of specified style in document.-1: Key stages of the IIA



A draft of the IIA Scoping Report is being reviewed by Officers and will be updated before circulating to Board Members for approval before the end of the year. It is proposed that the Board agree to review and sign-off the draft Integrated Impact Assessment (IIA) Scoping Report via email before circulating to Statutory Consultees and wider stakeholders for a minimum 5-week consultation from January 2021.

4. Peninsula Transport Vision document and consultation

A draft of the high-level Peninsula Transport Vision document is being prepared, building on feedback from the Peninsula Transport STB Board workshop; the Peninsula Transport Forum; and Peninsula

Transport officers. This will be used as the basis for undertaking wider stakeholder and public engagement ahead of preparation of the Full Peninsula Transport Strategy.

The consultation will be hosted on an accessible “virtual consultation” platform, replicating the engagement possible through a “face-to-face” consultation environment. This will include a welcome message from the STB Board Chair; Vision summary materials; links to a consultation survey; the ability for consultees to have “live chat” or leave a message; and next steps for developing the Full Peninsula Strategy.

It will take at least 3 weeks to prepare the “virtual consultation” room after signing-off the Peninsula Transport Vision document.

It is proposed that a **draft of the Peninsula Transport Vision document and associated consultation materials are shared with Board for review and sign-off via email** ahead of publication and launch of a public consultation in early 2021. The consultation will continue for 5 weeks, with the intention of presenting high-level feedback at the next Peninsula STB Board Meeting.

5. Financial Considerations

The costs of drafting the vision document, IIA Scoping Report preparation and development of the virtual consultation tool are included in a previously delegated budget via local funding contributions from each local authority.

6. Legal Considerations

There are no specific legal considerations.

7. Risk Management Considerations

Peninsula Transport has now established a Programme Management Group to comply with the terms of the DfT’s funding support letter and this group will be responsible for reviewing risk and assigning the required mitigation actions across the Peninsula Transport work packages on at least a monthly basis.

This policy/proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the STB position.

8. Reasons for Recommendations

The recommendations are proposed so that the Full Peninsula Transport Strategy can be prepared supported by the most comprehensive assessment framework – with wider input from the public and other stakeholders – to meet the DfT requirement of publishing a transport strategy for the Peninsula Transport STB region.