

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

2 DECEMBER 2021

Present:-

Councillors

Councillors A Davis (Devon County Council), J Drean (Plymouth City Council), P Desmonde (Cornwall Council), M Morey (Torbay Council), J Woodman (Somerset County Council)

Co-opted Members:-

A Darley (National Highways), D Glinos (Department for Transport), I Harrison (Heart of the South West LEP), L Bell (Homes England) and D Round (Network Rail)

Apologies:-

D Northey, D Ralph and R Stevens

108 **Minutes of the previous meeting**

It was **MOVED** by Councillor Drean, **SECONDED** by Councillor Woodman, and **RESOLVED** that the minutes of the meeting held 23 September 2021 be approved as a true record.

109 **Items requiring urgent attention**

There were no matters raised as urgent items.

110 **Peninsula Transport Structure**

The Board considered the presentation of the Technical Director on changes to Peninsula Transport's structure and resourcing.

The Board heard that the existing model, with no dedicated resource at the centre of the STB staffing, was coming under strain. Following discussions with Members and the Department for Transport, changes to the structure were identified which would enable Peninsula Transport to perform better. The new structure responds to the challenges, but does so within the resources available to Peninsula Transport and retains its lean structure. As a result, a Technical Director will be seconded to Peninsula Transport from Cornwall Council for 2 days a week and a Programme Director will be seconded from Devon County Council for 3 days a week. Support will continue to be provided from the Directors and Officers groups.

The proposed structure was welcomed by the Board Members and Co-Opted Members, noting that it was expected to enable the work programme to be accelerated.

111 **Work Package Programme**

The Board received the Report of the Programme Director on a revised programme for 2021/2022 financial year.

The Board heard that progress has been made on all work packages commissioned to date. Specifically, the Carbon Transition and EV & Technology studies have been extended in

programme but are aiming for a March 2022 completion, the Rail Strategy has recommenced following a rescoping exercise and the Rural Mobility Study has been jointly commissioned with Western Gateway STB. All studies are subject to approval from the Department for Transport.

By the end of March 2022, a comprehensive level of analysis will have been undertaken and can be used to take forward to the detailed transport strategy.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that

(a) the proposed revised programme for 2021/22 is noted; and

(b) the submission of the revised programme to the Department for Transport for final sign off is approved

112 **WP05 Strategic Economic Corridors Study**

The Board received the Report of the Programme Director concluding the Strategic Economic Corridors Study.

The Board heard that the study looked at connectivity across the South West Peninsula and unlocking growth, whilst aligning with net zero and carbon aspirations. The study focused on the impact of improvements on three key corridors: Bridgwater to Bodmin, Yeovil to Penzance and North Devon. The economic outcomes of these improvements include improved productivity, more jobs, better digital connectivity, better connected transport which is future ready and unlocking development.

The study has a number of recommendations, including consistent standards along the length of corridors for both road and rail, continuing to push for connectivity improvements across all modes, investing in technology and digital infrastructure and investing in decarbonisation.

The Board raised points relating to the Tamar Crossings and the impact of improvements outside of the Peninsula.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that

(a) the Executive Summary for the Strategic Economic Corridors Study is approved; and

(b) the Strategic Economic Corridors Study is signed off as complete.

113 **WP08 Rail Strategy**

The Board received the Report of the Technical Lead Authority on the latest rail strategy progress.

The Board heard that following a rescoping exercise, the Rail Strategy work has recommenced. There are a number of key considerations for this study, including reducing the subsidy for rail, delivering decarbonisation, devolution and rail reform, passenger demand and Levelling Up.

The Board noted the indicative timescales for the completion of the Rail Strategy, including an elected Members workshop on 15 February 2022 and a final draft report to be presented at the Board meeting on 3 March 2022. In addition, a session with the Great British Railways Transition Team has been arranged for 11 January 2022.

114 **Peninsula Rail Update**

The Chairman exercised her discretion in varying the order of business and brought this item forward.

The Board received a verbal report from the Chair of Peninsula Rail Task Force (PRTF). It was discussed that there are external factors affecting the industry and that there is a need to demonstrate how Peninsula Rail investment can affect things such as decarbonisation. It was also noted that Peninsula Transport and PRTF have a role in identifying how rail fits into multi-modal transport work in future, creating integration and seamless travel, and ensuring that strong, positive messages are produced on rail patronage in the South West.

115 WP09 Freight Study

The Board received the Report of the Technical Lead Authority on the key aims and interventions identified by the Freight Study.

The Board heard that a combined Freight Strategy for the South West has been produced. A total of 46 initiatives were developed, then reviewed and ranked by stakeholders and industry professionals. A prioritised list of 13 interventions and grouped into intervention packages. This has culminated in a detailed report plus a 30-page summary.

The Board noted that the key elements can be summarised as modal shift, decarbonising freight and more efficient operations. It was also noted that it would be beneficial for a South West Freight Forum to be formed.

The Board asked questions relating to air freight and its potential in the South West Peninsula. It was also noted that this work package aligns well with the Heart of the South West LEPs Blueprint for Clean Growth.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Desmonde and **RESOLVED** that

- (a) the three key aims and related freight intervention priorities for inclusion in the final South West Freight Strategy is approved; and
- (b) the final South West Freight Strategy is to be agreed via email ahead of the next Peninsula Transport Board meeting on 3 March 2022

116 Finance Update

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

The Board noted that there has been a need to accelerate work packages since September 2021. However, whilst the headroom has reduced from £194,880 to £86,880, the budget remains affordable.

Members noted that final sign off from the Department for Transport on the updated work programme is required.

117 Communications and Engagement Update

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

The Board noted that a number of activities have taken place since September, including the review and update of the STB website. The website content has been refreshed, with PRTF incorporated into the STB website. In addition, a newsletter sign up has been active since August, and so far there are 51 sign ups.

Looking ahead, a monthly activity plan will continue to be presented to officers monthly. Joint work with other STBs will continue, including planning a joint STB conference focusing on areas of common interest across transport.

118 Communications and Engagement Contract

The Board received the Report of the Communications and Engagement Lead Authority seeking approval for the extension of the current Communications and Public Relations contract for a period of up to 2 years.

The Board heard that there has been a strong performance from Coast Communications and Marketing Ltd to date, and that there is good reason to enact the contract extension clause.

It was **MOVED** by Councillor Woodman, **SECONDED** by Councillor Davis and **RESOLVED** that

- (a) The current Communications and Public Relations contract with Coast Communications and Marketing Ltd be extended for a period of up to 2 years

119 Constitution Amendment: Chair and Vice-Chair Arrangement

The Board received the report of the Governance Lead Authority seeking approval for amendments to the Constitution so that the Chair and Vice-Chair positions are rotated every two years.

The Board noted that a key role of the Chair and Vice-Chair is to represent Peninsula Transport externally. It was discussed that it can take time to build these relationships, and an annual rotation can undermine its importance.

It was **MOVED** by Councillor Woodman, **SECONDED** by Philip Heseltine (representing Councillor Drean) and **RESOLVED** that

- (a) The Constitution wording be amended so that the Chair and Vice-Chair positions are rotated every two years

120 Co-Opted Members Update

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

National Highways noted that a number of stakeholder workshops have been held for the Route Strategies work. The deadline for formal input into the Route Strategies evidence base has been extended until 31 December 2021. It was also noted that the Secretary of State's Statement of Matters has been received for the A303 Stonehenge Development Consent Order and that the A358 consultation closed on 22 November 2021.

Network Rail reported that there have been a number of Restoring Your Railway Fund successes in the South West. As well as the Okehampton reopening, Wellington and Cullompton have received further development funding, with Langport, Somerton and Mid Cornwall Metro all making progress. In addition, Tavistock to Plymouth was announced as successful in the Ideas Fund Round 3.

121 Public Participation

In accordance with the Board's Public Participation Rules, the Board received a statement and acknowledged oral representations made by the Chair of Safe38.

The Chair thanked the public speaker 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>]

122 Dates of Future Meetings

Board Members noted the dates of future meetings as:

3 March 2022

2 June 2022

All meetings to be held virtually via Microsoft Teams at 10:00am.

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

123 Exclusion of the Press & Public

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

RESOLVED 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.

124 Finance Update: Itemised Expenditure Estimate for 2021/22 Financial Year

The Board received the report of the Finance Lead Authority on the itemised forecast expenditure information for the 2021/22 financial year.

The Meeting started at 10.00 am and finished at 12.00 pm

PUBLIC PARTICIPATION QUESTIONS & STATEMENTS

2 December 2021

I. STATEMENT FROM MR JAMES MILLIDGE [IN ATTENDANCE]

Re: A38

I am making a short statement on behalf of Safe38.

Formed in 2018 Safe38 has been campaigning for a range of measures to be taken to make the A38 fit for purpose for current generations and the many that will follow. As we all know the A38 along with the A30 are both part of the strategic road network which is managed by National Highways and any investment is funded directly by the Department of Transport. Sections of the current A38 in South East Cornwall have a range of major deficiencies with them.

From Saltash to Trerulefoot the road is currently over capacity, severs 2 communities at Tideford and Landrake, Tideford is a Air Quality Management Area due to pollutants caused by traffic, there is a low bridge at Trerulefoot causing the largest vehicles onto the smallest of roads many of which get lost and eventually stuck in St Germans. There is frequent flooding at Notterbridge, long distance traffic and local traffic are caught in conflict of use resulting in many unsafe vehicle movements. Inclines are far in excess of modern design standards for a road of its type and as we all know it has a killed and serious injured rate approximately 3 times the national average. The road is simply not fit for purpose for a road of its type and it prevents economic investment into South East Cornwall and beyond.

In a few years the A38 Liskeard bypass will celebrate 50th years since opening and it will continue to serve Liskeard well no doubt for another 50 years and beyond. We are calling for a similar one-off generational investment in South East Cornwall's infrastructure for the yet to be improved section of the A38 between Saltash and Trerulefoot. Safe38 believe for the myriad of reasons outlined above that a new dual carriageway road to bypass the existing road is the most appropriate solution. A dual carriageway for this section was first planned in the 1990's but sadly cancelled in 1994 just as it was about to go to tender due to government budget cuts following the recession of the early 1990s. A new dual carriageway will leave behind the current A38 to be used as a local access road fit for purpose for local traffic, buses, cyclists, pedestrians and equestrian use giving residents of South East Cornwall a variety of sustainable modes of transport choices while allowing the flow of goods and strategic traffic to continue unhindered on a new road that is fit for purpose. Investment on this scale is not insignificant but we believe that South East Cornwall, Plymouth and the wider South West needs this investment in order to save the most lives and secure livelihoods for generations to come.

Safe38 have been successful in campaigning for short term safety measures to be implemented as soon as possible to try to bring down the KSI rate. We have recently seen some of these delivered including average speed cameras in the Glynn Valley, road surface treatments, significant vegetation clearance to improve sight lines, increased enforcement of the speed limits by the safety camera partnership. There are more planned in the coming 12 months which we very much hope will reduce the collision rate but we know these won't solve the issues and what we need is larger investment as outlined above.

Safe38 were part of the A38 Case for Action delegation that went to Westminster in 2018 on the invite of our MP Sheryll Murrey to ask the then Secretary of State for the A38 to be prioritised for future investment. Our MP along with many County, Town and Parish

Councillors and Officers were pivotal in presenting a compelling case as outlined in the Case for Action. In March 2020 Safe38 were delighted to see that the Saltash to Trerulefoot section had been included as a Road Investment Period 3 (RIS3) pipeline scheme which runs from 2025-30. We were hopeful that this would mean all possible solutions to make this section fit for purpose would be put forward to the general public during the planned public consultation events so the public could have their say on what was needed. Despite the National Highways officers leading on the project saying that a dual carriageway option would be the 'ideal solution' it cannot be included due to how the project has been defined as a safety project. This prohibits National Highways from considering the economic value of such a scheme. It seems therefore that economic investment in the South West and specifically South East Cornwall is not being considered a priority by the Department of Transport and instead a less safe and 'less than ideal solution' will be given to be consulted on in 2022.

We are delighted to see that the Peninsula Regional Transport group are studying key economic corridors within the South West including between Bridgewater and Bodmin. The importance of investment in our infrastructure to drive economic growth and level up opportunities for the residents of the SW is critical. Please can Safe38 ask that the Peninsula regional transport group highlight to the Department of Transport through renewed determination that full economic value of any future major A38 upgrades in Cornwall are taken into consideration rather than being narrowly defined as a safety package as is the case with the current RIS3 pipeline project. A redefinition to include the economic benefits will enable a dual carriageway to be considered by National Highways including all its long-lasting benefits then being put to the public for consultation next year.

Thankyou for your time and consideration of this request.