

FY22/23 BUSINESS PLAN

Work Package Update

12 July 2022

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

RECOMMENDATIONS

It is recommended that:

- (a) The draft Business Plan is approved;
- (b) The Board agrees the Plan can be formally submitted to Department for Transport; and
- (c) Approve the funding allocated for each key policy area and STB resourcing.

1. Background/Introduction

Following receipt of the Baroness Vere's Funding Allocation letter in March 2022, Peninsula Transport have been devising a Business Plan for FY22/23 and beyond, taking into consideration existing and emerging policy agendas, and building on the work completed and commissioned by the STB to date. The letter allocated a budget of £585,000 for 2022/23, and indicative budgets of £649,000 and £704,000 for 2023/24 and 2024/25 respectively.

This paper sets out an overview of the proposed Business Plan for FY22/23 with indicative allocations of budgets to identified deliverables and seeks approval to submit this plan to the DfT.

2. Overview of Business Plan

The Work Packages commissioned so far have identified a range of next steps and potential interventions for the peninsula area. Alongside this, the funding allocation letter received from Baroness Vere highlighted the key policy areas that the STB are recommended to focus upon when formulating a plan for 22/23 and beyond.

Peninsula Transport have accumulated a significant body of evidence through the range of work packages commissioned since 2019. Looking forward, it is important that this body of evidence is made full use of by the STB and member authorities.

Based on the above, we propose to frame our Business Plan for 2022/23 around these agendas or themes as well as consider issues that are particularly critical to the Peninsula sub-region. Our identified themes are:

- ◆ Public Transport – Bus and Rail;
 - Provide support to the local authorities in working with transport operators to create a more integrated and consistent public transport system across the peninsula
- ◆ EV Infrastructure;
 - Ensuring the rollout of infrastructure can meet growing demand and all areas of the region can benefit
- ◆ Decarbonisation;

- Supporting local authorities in quantifying carbon impacts of schemes and working towards Net Zero
- ◆ Freight;
 - Ongoing support for the Freight forum and any recommendations/initiatives that emerge
- ◆ Local Authority Capability;
 - Providing supported access to the considerable evidence base developed by the STB to contribute to LTP development and other LA requirements
- ◆ Rural Mobility
 - Taking forward recommendations from the Rural Mobility Strategy

Appendix I provides an overview of the Business Plan framework programme for 2022/23, demonstrating how the evidence base collated will feed into the thematic work areas going forward, as well as forming the basis for the Transport Strategy, Strategic Implementation Plan and representing the needs of the Peninsula, the development of future transport policies and strategic investment plans.

Appendix II provides a more detailed breakdown of the proposed Themes and Deliverables for the next year.

A number of work packages commissioned in 2021/22 remain live and have been carried over for completion in 2022/23:

- ◆ Rail Strategy – completion of recommendations
- ◆ International Gateways Study
- ◆ Alternative Fuels for Freight Study
- ◆ Rail Mobile Connectivity Pilot Business Case
- ◆ Detailed Transport Strategy

The funding award also made specific reference to the ability to fund additional resource within STBs. Peninsula Transport will therefore look to expand the dedicated STB resource through the development of a technical team, supporting the Technical and Programme Director.

3. Next steps

The Business Plan sets out the planned technical work for the next year and beyond. Following discussion with the DfT the plan will be submitted for approval to enable the funding to be drawn down in a timely fashion and the thematic workstreams to be commenced.

4. Consultation, communication and engagement

Once approved, the Business Plan and programme of works will be published on the Peninsula Transport website. This Plan and programme will be monitored throughout the year with key milestones agreed and reported against to DfT through regular meetings and communication.

5. Financial Considerations

This paper and associated Business Plan has set out the proposed budget draw down for the 2022/23 financial year based on the proposed workstreams and deliverables.

6. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

7. Equality Considerations

There are no specific equality considerations associated with this paper. An Executive Summary has been developed to be accessible for all.

8. Legal Considerations

There are no specific legal considerations associated with this paper.

9. 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. The group reports monthly to the DfT in compliance with the terms of the DfT's funding support letter. A revised risk register has been prepared as part of this new Business Plan process.

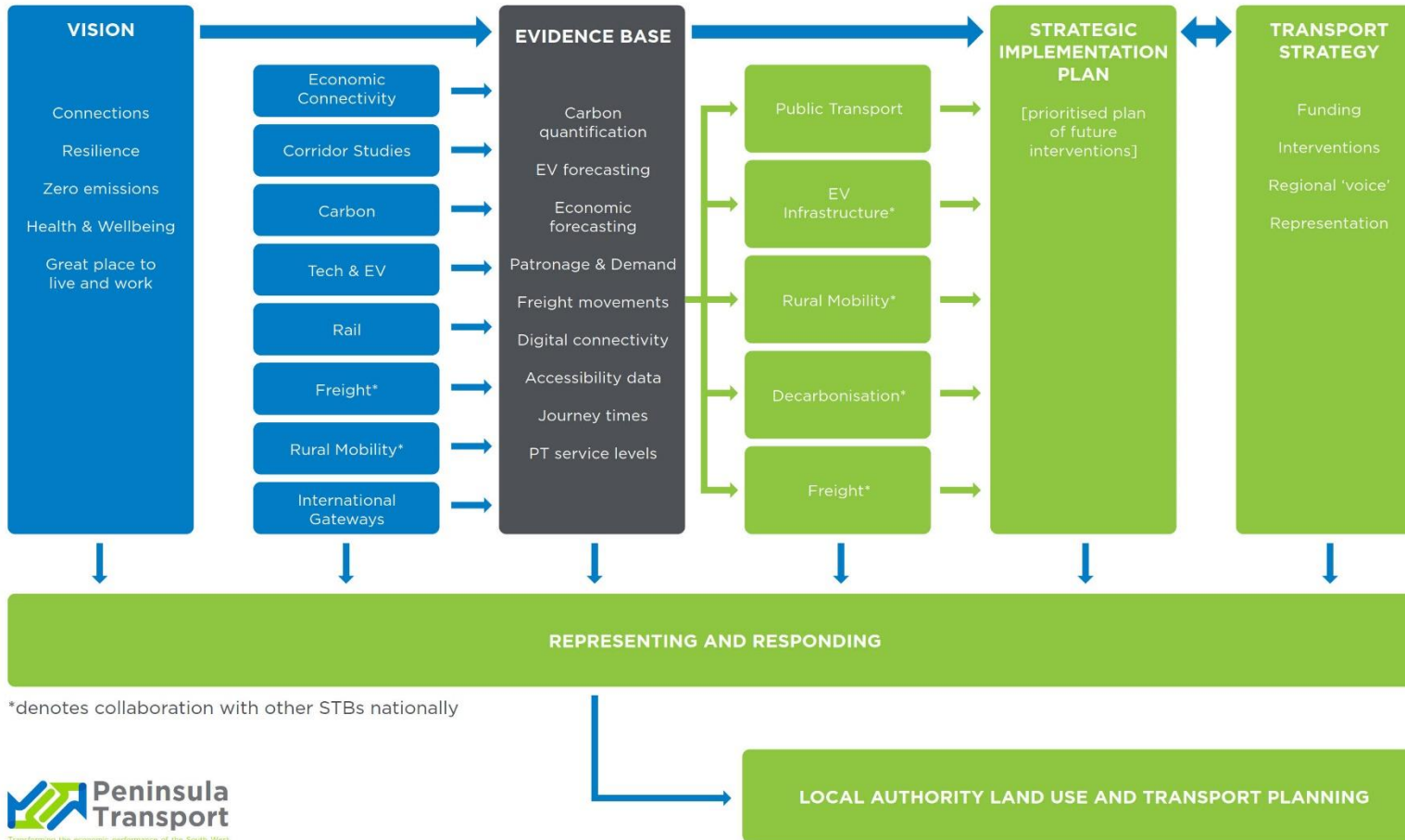
10. Public Health Impact

There are no public health impacts associated with this paper

11. Reasons for Recommendations

In order to draw down on the allocated funding from the Department for Transport, a Business Plan is required to set out how the budget will be allocated and spent. This Business Plan demonstrates a further advancement in the management and organisation of Peninsula Transport, and will provide the DfT with confidence that the STB can deliver this ambitious plan.

Peninsula Transport Framework Plan 22/23



Appendix II: Business Plan Framework Plan

Table I – Proposed Work on DfT Key Policy Areas 2022/23¹

Electric Vehicle Infrastructure	
Overview of Issue	<p>EV charging infrastructure lagging behind demand</p> <p>Range anxiety in rural areas due to poor coverage</p> <p>Commercial case for rural charging infrastructure is not strong</p> <p>On-street charging infrastructure limited and inconsistent</p> <p>Strategic Network is particular priority for visitor and onward travel/gateways</p> <p>DfT EV Infrastructure policy requirements for STB – “lead assessments of demand across their regions to assist local authorities and electricity network operators in the planning of chargepoint rollout”</p>
Peninsula Aspiration	<p>Facilitate a consistent approach to EV infrastructure planning</p> <p>Provide an overview of the provision and demand for EV infrastructure across the region in line with DfT requirements</p> <p>Develop a framework for EV infrastructure rollout through engagement with stakeholders including Western Power, National Grid, local authorities, suppliers and operators</p>
Proposed Approach	<p>Development of a consistent strategy for provision of an integrated network of charging facilities</p> <p>Toolkit for local communities to attract funding for accessible EV infrastructure</p>
Outputs/Deliverables 2022/23	<p>Initial review of EV infrastructure capacity and demand – autumn 2022. Focus on SRN and/or stations to facilitate visitor economy and onward travel. Potential economic impact of reduction in visitors deterred by lack of EV infrastructure.</p> <p>Review of EV Strategy development across Peninsula authorities</p> <p>Gap analysis of EV policy, infrastructure and projects across sub-region</p> <p>Long-term plan/roadmap and programme for the roll out of EV charging infrastructure across the Peninsula covering both urban and rural areas</p> <p>Freight Fuel opportunities – outputs from Alternative Fuels WP23</p>

¹ Identified within DfT Funding Allocation Letter 21 March 2022

	<p>Deliverables:</p> <ul style="list-style-type: none"> - Review of Peninsula LA EV Strategy progress and gap analysis High level review of EV Strategy progress across the Peninsula, reporting in July. This would consider commonality of approach, availability of information and where there are any identified gaps in information on demand, infrastructure availability or network/power capacity. - EV Demand Forecasting Assessment Assessment of demand across STB area, in line with DfT EV Infrastructure Policy requirements, making use of existing evidence base, to feed into national and regional planning. This will draw upon EV Strategy work already undertaken at Local Authority and Peninsula level to achieve a consistent approach to understanding and forecasting EV demand. - EV Infrastructure Planning Tool Review of network supply and power grid across the Peninsula, drawing on experience and expertise from other STB work. This would make use of the Common Analytical Framework to access a tool developed by Transport for the North. - Identify likely shortfall between private sector supply and demand in the Peninsula Identifying gaps with results used to inform future policy and funding decisions in grid infrastructure and EV chargepoint rollout.
<p>Impacts</p>	<p>'Roadmap' to establishing a comprehensive EV charging network across the Peninsula area Consumer confidence in availability of EV charging across the region Improved uptake of EV across Peninsula, and for visitors to the region</p>
<p>Indicative 22/23 Budget Allocation</p>	<p>£20k – Strategy review, gap analysis and demand forecasting £80k – EV Infrastructure Planning Tool development and use</p>
<p>Public Transport</p>	
<p>Bus</p>	
<p>Overview of Issue</p>	<p>Inconsistent provision of public transport services</p>

	<p>Isolated communities with limited public transport options</p> <p>Varying levels of service across Peninsula</p> <p>Limited integrated ticketing</p> <p>Limited coordinated timetabling to rail heads</p> <p>Quality of service and vehicles varies across the region</p> <p>Commitments to deliver zero emission buses over the next decade require significant planning and investment</p> <p>Data supply inconsistency from operators and LAs</p> <p>Varying BSIP support and funding across STB area</p>
<p>Peninsula TB Aspiration</p>	<p>Identify and share best practice across the Peninsula with a view to developing a common approach to ticketing, service planning and network development</p> <p>Facilitation and coordination role to support BSIPs and Enhanced Partnerships across the region</p> <p>Identifying PT schemes for development as and when funding opportunities arise</p> <p>Coordination of rail services with bus network – timetabling & ticketing</p> <p>Increased patronage and improved mobile connectivity</p>
<p>Proposed Approach</p>	<p>Development of a Centre of Excellence/ for LAs to share and enable a consistent approach to operator discussions and forward planning. This will provide all authorities, operators and community transport groups with access to information and contacts to facilitate collaboration and consistency of approach across the peninsula.</p> <p>Engagement with operators across the peninsula to maximise opportunities of BSIPs and other investments</p> <p>Build in recommendations from WP8 Rail Strategy in terms of coordinated rail/bus provision.</p>
<p>Outputs 2022/23</p>	<p>Deliverable:</p> <p>- Public Transport Level of Service Review</p>

	<p>Review of bus services across the Peninsula area as a user-based assessment – covering ticketing, frequencies, network coverage, passenger information, passenger satisfaction (Passenger Focus survey information). ‘State of the Peninsula’ Bus Review in conjunction with Travelwatch SW, reporting in July.</p> <p>- Peninsula Public Transport Best Practice Sharing Approach</p> <p>Establishing an approach to sharing identified/recognised best practice across the Peninsula area for the benefit of Local Authorities and operators in order to improve standard of service to enable passenger growth.</p>
<p>Impacts</p>	<p>Consistency of approach to public transport network improvements across the peninsula</p> <p>Increased reliability for the user generating increased patronage across all PT modes</p> <p>Reduced carbon impact of travel across the peninsula area through achieving modal shift</p>
<p>Indicative 22/23 Budget Allocation</p>	<p>£10k – Initial ‘State of Peninsula’ Review</p> <p>£55k – Best Practice Review and Facilitating Knowledge Sharing</p>
<p>Rail</p>	
<p>Overview</p>	<p>The WP08 Rail Strategy has undertaken a detailed review of the rail network across the peninsula and identified a range of conditional outputs in order to deliver the objectives and priorities of the strategy.</p> <p>Passenger numbers in the South West have recovered well post-pandemic compared with the wider country, with broad support for rail services, including the new Dartmoor Line services</p> <p>Investment levels still lower than the rest of the country</p> <p>Ongoing concerns around resilience through Dawlish</p> <p>Rail network undergoing significant change – Great British Railways, Covid-recovery, National Rail contracts, Control Period 7</p>
<p>Peninsula TB Aspiration</p>	<p>Customer-focused integrated public transport system across the Peninsula – one timetable, one ticket</p> <p>Coordination of rail services with bus network through both timetabling and ticketing to enable joined up and convenient travel</p> <p>Continue the growth and success of rail in the Peninsula area through supporting new schemes, and identifying new areas for investment</p> <p>Promote recommendations of the Williams-Shapps review</p>

Proposed Approach	<p>Work with Network Rail and operators to promote the delivery of the recommendations identified within the Rail Strategy</p> <p>Complete the mobile connectivity business case and work with industry to secure private and public sector funding to deliver it on the Peninsula network</p>
Outputs 2022/23	<p>The Rail Strategy identified a series of ‘Next Steps’ aimed at developing on from the conditional outputs and identifying specific schemes and how they can be delivered.</p> <p>Alongside that, the Mobile Connectivity Business Case will set out how digital connectivity of our rail network can be improved.</p> <p>Deliverables:</p> <p>Prioritisation for identified interventions/recommendations – costing and prioritisation exercise feeding into SIP. Workshop based approach drawing on key themes and geography.</p> <p>Programme and Pathway for Delivery – consideration of affordability, viability, ease of delivery, contribution to wider Peninsula Vision and stakeholder support/acceptability.</p> <p>Integration of Bus and Rail Networks – framework for aligning ticketing and timetabling, particularly at key rail heads, to ensure joined up integrated public transport is realistic for peninsula residents. Engagement with bus operators and tying in with BSIPs as above to improve access to rail for bus users, along with cycle and walking ‘first mile/last mile’ opportunities.</p>
Indicative 22/23 Budget Allocation	<p>£10k – Prioritisation of rail interventions.</p> <p>£65k – Ticketing & Timetabling Integration framework including programme for ‘Access to Rail’ improvements.</p>
Freight	
Overview	<p>Establishing a freight forum, covering stakeholders from across Peninsula and Western Gateway STB areas, in order to champion the needs of freight across the South West and progress key interventions identified in Freight Study.</p>
Peninsula Aspiration	<p>Improve efficiency of freight movements across the South West, including through identifying load matching opportunities/empty running coordination, enhancing multi-modal transfer opportunities where possible, and establishing rural freight delivery hubs.</p>

Proposed Approach	Ongoing support for the freight forum as it becomes established and prioritisation of schemes and interventions recommended within the Freight Strategy. Continued joint working with Western Gateway
Outputs 2022/23	Support for Forum through comms, stakeholder engagement and industry representation Deliverable: Prioritised list of freight schemes/interventions led by forum
Indicative 22/23 Budget Allocation	£20k – to cover facilitation of forum and any initial actions required.
Decarbonisation	
Overview	Variation in carbon modelling across Peninsula area Lack of regional model upon which to base carbon quantification across STB Baseline emission modelling is a focus for DfT and required for all LAs in preparation of LTPs Carbon Transition Strategy has sought to identify a baseline upon which to model various scenarios of carbon reduction Range of valuable work already undertaken across the Peninsula area – eg Devon Carbon Plan
Peninsula Aspiration	Ensure that a clear picture of carbon quantification and impacts can be understood consistently across the Peninsula area Ensure decarbonisation is central to the detailed Transport Strategy and ongoing interventions, projects and schemes in the Peninsula
Proposed Approach	Further engagement with DfT Policy leads to ensure approach is agreed and compatible with emerging policy Develop consistent approach to measuring carbon impacts of Peninsula Transport Strategy recommendations
Outputs	Deliverables:- Gap analysis across Peninsula authorities of existing carbon quantification data – including Devon Carbon Plan, Cornwall Climate Action Plan, Somerset Climate Emergency Action Plan Common Carbon Quantification across Peninsula - in line with emerging DfT policy, to achieve efficiencies for LAs, support their LTP development, and allow direct comparisons to be made across Peninsula in collaboration with the national STB Decarbonisation group

Indicative 22/23 Budget Allocation	£20k – Gap analysis £80k – Establishing common carbon quantification approach
Local Authority Capability	
Overview	Local Authorities will be required to produce revised Local Transport Plans following the anticipated publication of revised guidance in late 2022. This will also require Local Authorities to apply carbon quantification as a key element of their LTP recommendations and forward plan.
Peninsula Aspiration	Facilitate the ability of the Local Authorities to draw upon the extensive evidence base and data library that has been collated through technical work undertaken for and by the STB in recent years.
Proposed Approach	Establishing a central point of contact for Local Authorities to access the data collected to date. The STB will look to tailor, where possible, the data provided according to Local Authorities needs.
Outputs	Deliverables:- Local Authority Evidence Support - provision of tailored evidence and data for Local Authorities to feed into Land Use and Transport Planning and Major Scheme development.
Indicative 22/23 Budget Allocation	£30k – funding of data analysis and collation requests

Table 2 – Peninsula Transport Additional Priority 2022/23

Rural Mobility	
Overview of Issue	<p>Isolated rural communities</p> <p>Perception of limited alternative to private car</p> <p>Poor public transport services to large parts of the Peninsula</p> <p>High levels of rural deprivation</p>
Peninsula Aspiration	Provision of a minimal level of mobility options for all residents, visitors and employees in the Peninsula, irrespective of where they are located in order to access essential services
Proposed Approach	<p>Explore opportunities for pilot studies identified by WPI10 to be developed</p> <p>Identification of any ‘quick wins’ that can be rolled out across Peninsula</p> <p>Build on work of national STB Rural Mobility group</p>
Outputs 2022/23	<p>Initial pilot schemes scoped in more detail with funding availability identified – autumn 2022</p> <p>Deliverables:</p> <p>Develop InnovateUK proposal for Rural Mobility innovation fund</p> <p>Plan for implementation of appropriate pilot scheme(s) within Peninsula area and identifying suitable locations for different pilot ‘bundles’ of interventions.</p>
Impacts	<p>Better connected rural communities</p> <p>Minimum level of service on public/community transport in all rural areas of the peninsula to enable access to services and reduce isolation</p> <p>Reduced carbon impacts of rural travel through reduced reliance on private car</p>
Indicative 22/23 Budget Allocation	£75k – Initial scoping of pilot schemes with Local Authorities and preferred location identification

Strategic Partner Reviews and Responses	
DfT	
MRN/LLM Review	
Carbon Quantification and LTP Guidance	
National Highways	
National Highways SRN Initial Report - Public Consultation Summer 2022 – STB Formal Response	
National Highways Route Strategies Formal Response - Stakeholder Consultation Summer 2022 – STB Formal Response	
National Highways – PCF0 Scheme Consultations	
Network Rail/DfT Rail/GBR	
GBRTT Engagement including ‘Plan for Rail’	
Control Period 7 Consultation and Engagement	
DfT Rail Network Enhancements Pipeline (RNEP)	
GWR National Rail Contract	
Dawlish Resilience Package	
Homes England	
HE Engagement with Strategic Growth plans	
Indicative 22/23 Budget Allocation	£30k
STB Resourcing	
Programme Director	3 days/wk officer secondment
Technical Director	1 day/wk officer secondment

Programme Management Support	1 day/wk consultant secretariat support
Additional Programme Support	Development of wider supporting team for Peninsula STB – c. 3FTEs Structure TBC