Peninsula Transport
Sub-National Transport Body

Peninsula Transport Strategy

Strategic Transport Priorities to 2050

National Highways / Costain

Easier Journeys

Going Electric

A Connected Peninsula

Completing the Transport Network

December 2023

A Single Voice for Regional Transport

Peninsula Transport is one of seven Sub-National Transport Boards (STBs) in England.

Working closely with local transport authorities, transport operators and key stakeholders from the private and public sector, STBs are responsible for defining and prioritising the strategic transport improvements for their area and working closely with central Government to deliver them.

We cover the entire transport system across the peninsula and beyond, providing an important link between local needs and ambitions and national policy and resources. We work with our five local transport authorities covering **Cornwall, Devon, Plymouth, Somerset and Torbay**; our strategic transport partners at Network Rail and National Highways; and other key stakeholders.

We have developed a long term transport strategy which responds to the unique challenges across the region and provides a framework for creating **a single integrated transport system for the peninsula** capable of meeting the Government's target for net-zero by 2050. The strategy supports the national priorities for economic growth, levelling up and reducing environmental impacts, whilst at the same time, supporting the delivery of local land use and transport plans.

The Peninsula Transport region is an amazing place to live, work and visit with considerable diversity from large towns and cities to market towns, villages and very rural locations. Good transport connections are vital for a vibrant community and sustainable growth – this strategy sets out our ambition to improve our transport system for everyone.

The seven Sub-National Transport Bodies in England

- TRANSPORT FOR THE NORTH
- MIDLANDS CONNECT
- TRANSPORT EAST
- ENGLAND'S ECONOMIC HEARTLAND
- WESTERN GATEWAY
- TRANSPORT FOR THE SOUTH EAST
- PENINSULA TRANSPORT
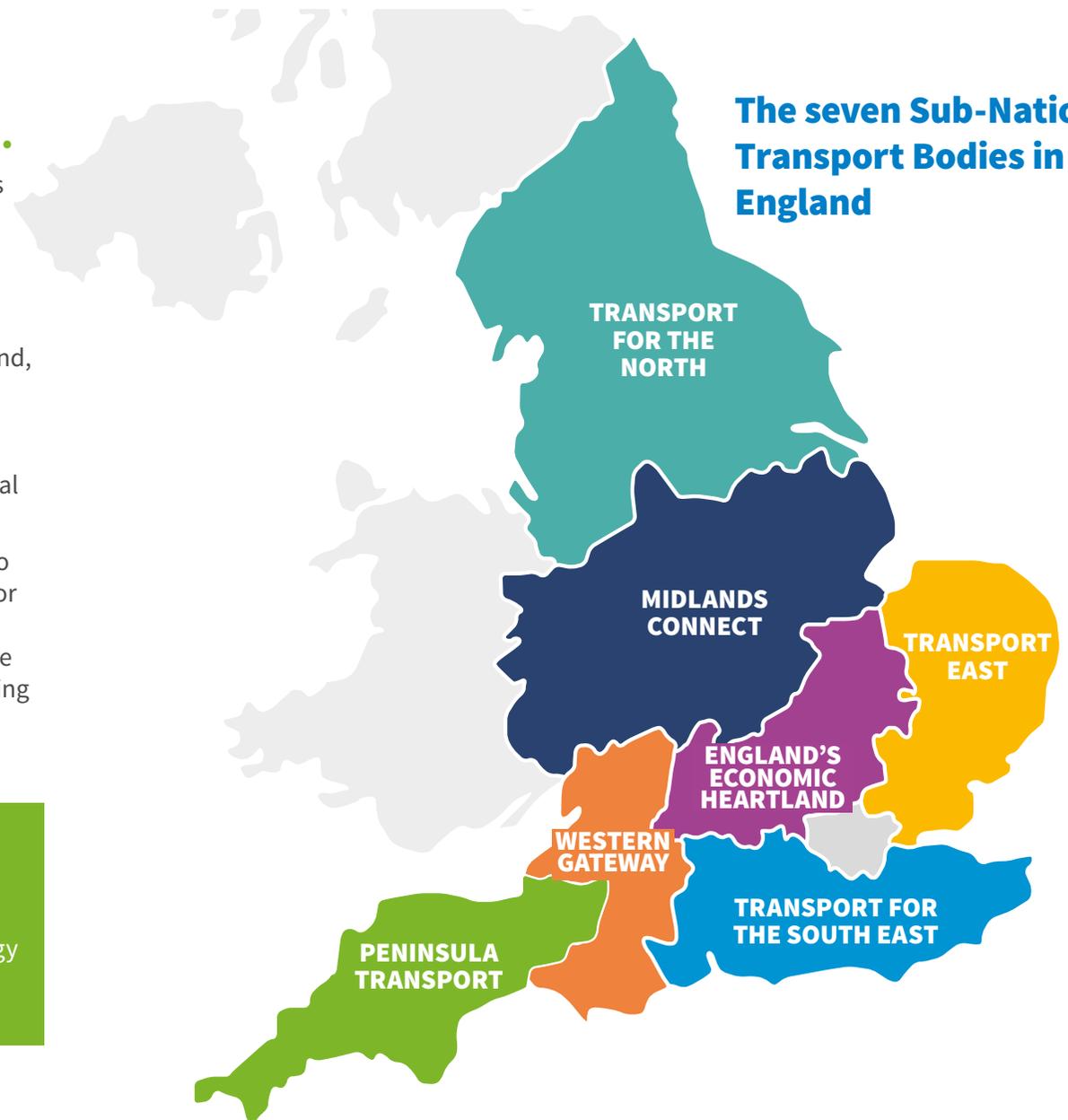
Our Journey So Far

Since the establishment of Peninsula Transport in 2018, the STB has:

- **Regional evidence base** – established a diverse and invaluable evidence base, accessible to all stakeholders and to support the case for investment

- **Great Western mainline** – successfully making the strategic case for the investment required to make the line more resilient and reliable and improve journey times between Exeter and Newton Abbot

- **Major highway improvement schemes** – gaining approval for £making the case to Government to prioritise roads investment to deliver schemes in Cornwall, Devon, Plymouth and Somerset

- **Rural transport needs** – Championed and advocated for successful funding applications for transport improvements and resilience works across the region

- **South West Freight forum** – Established, in collaboration with Western Gateway, a regional steering group with key representatives in the freight industry to drive forward improvements and initiatives in the freight transport in the southwest

- **Mobile connectivity** – Worked with Network Rail to establish a case for improved mobile connectivity across the strategic rail network in the peninsula to significantly improve journey experience.

Secretary of State for Transport at the completion of the Dawlish Sea Wall Improvements

Central Government

National Highways

Network Rail

Operators

Peninsula Transport

Regional Evidence Base

Local Transport Authorities

Stakeholders

Peninsula Transport Vision

Our Vision Goals
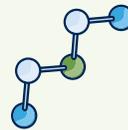
We will improve connections between people, businesses and places

We will enhance the resilience of the transport network

We will deliver affordable, zero-emissions transport for everyone

We will help to improve the health and wellbeing of communities in the peninsula

We will help the peninsula to be a great place to live and work

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Local Transport Plans and Policies

Our Unique Challenges

Overcoming our transport challenges will help us unlock the region's full economic potential, as well as boost its environmental and social wellbeing. This strategy is focussed on tackling specific regional challenges which currently have an impact economic growth.

Alternative Fuel Infrastructure

The peninsula currently has 1,200 public EV chargepoints for 34,000 electric vehicle.

- **High demand for charge points** – forecast to increase 20 times by 2035
- **No ultra-low emission buses** – currently in regular public use across the region
- **No hydrogen fuel stations** – with limited infrastructure planned for buses and HGVs

Sources:
EV Strategy *- Peninsula Transport, 2023*
SW Alternative Fuels for Freight Strategy *– Western Gateway & Peninsula Transport, 2023*

Achieving Net Zero

The peninsula generates nearly 4,500kt carbon emissions from transport per year.

- **High level of car ownership** – second highest of all regions
- **Majority of travel to work trips by car** – around 90% of people drive
- **Highest private transport mileage** per person
- **Transport major source of pollution** - 44% of the peninsula's carbon emissions

Source: ***Carbon Transition Strategy*** *- Peninsula Transport, 2022*

Rural Accessibility

Nearly half of the peninsula population live in rural areas.

- **Less accessible public transport network** - 60% fewer bus stops in rural areas with less services per hour than urban areas
- **Lower rural affluence** – higher proportion of population in lower affluence percentiles in rural areas.

Source: ***SW Rural Mobility Strategy*** *– Peninsula Transport, 2022*

Public Transport

Half of peninsula workers travel less than 10km to work.

- **Highest bus subsidy of any region** - £28m of support provided by local transport authorities annually
- **High number of bus operators** – over 30 bus companies operate in the region
- **Inconsistent ticketing, pricing and payment options** for public transport users

Source: ***Regional Evidence Base*** *– Peninsula Transport, 2019*

Rail Connectivity

The peninsula is reliant on two strategic rail routes connecting it to the rest of the UK.

- **Slower strategic rail network** - average rail speeds are 20mph slower compared with elsewhere
- **Poor mobile connectivity** - 78km of track from Penzance to Paddington with poor/no mobile connectivity equating to 60+mins of lost productivity
- **Single-track running** – 75% of track Exeter-Salisbury is single line, limiting capacity. The majority of branch lines also single-track

Source: ***Rail Strategy*** *– Peninsula Transport, 2023*

Seasonal Variation

The tourism industry is worth £4.5bn a year to the peninsula economy.

- **Major tourist destination** - 18 million visitors to the region each year
- **Majority come by car** – only 15% use public transport
- **High demand on road network** – up to a 70% increase in traffic on the Strategic Road Network during the summer

Source: ***Strategic Economic Corridor Study*** *– Peninsula Transport, 2022*

Network Resilience

The peninsula relies on a small number of strategic links of variable standards.

- **Significant cost of network failure** The 2014 Dawlish seawall failure incurred costs of £1.5bn to region
- **High levels of traffic delay and poor reliability** - 1,570 unplanned closures recorded on A30 in the region in last 5 years causing considerable delays
- **Inconsistent standard of SRN** - of 500km strategic network, 26% is single carriageway, much below standard with capacity and safety issues

Source: ***Strategic Economic Corridor Study*** *– Peninsula Transport, 2022*

Freight Transport

70m tonnes of freight is moved within the peninsula each year.

- **Significant levels of long distance freight** - 60% of freight movements begin or end outside the region
- **High 'empty running'** - 20m km of empty running freight vehicles in the peninsula each year
- **Limited rail freight** - only 5% of freight is moved by rail

Source: ***SW Freight Strategy*** *- Peninsula Transport, 2022*
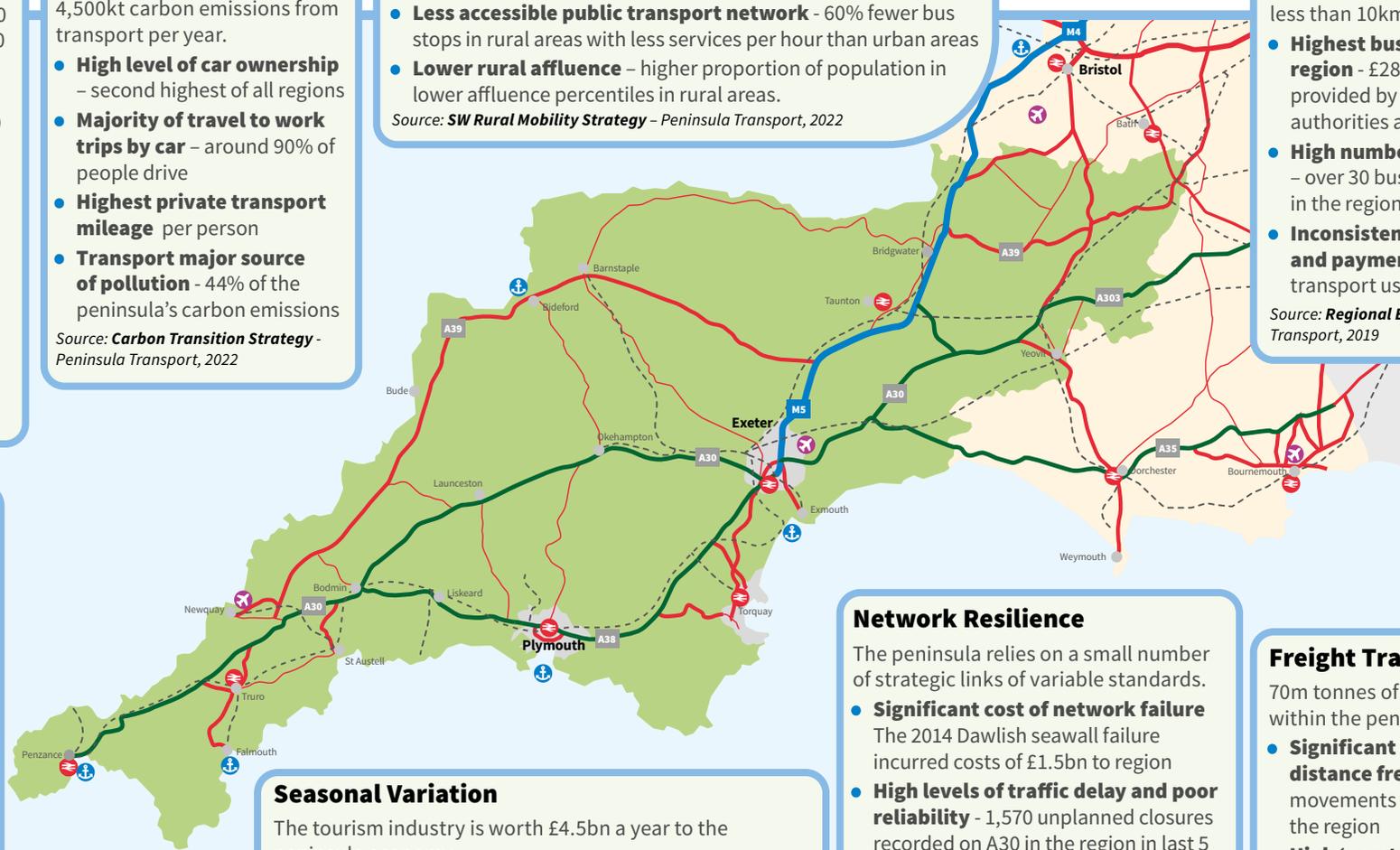
A Strategy for the User

To 2030
Making the most of what we have

Walking and Wheeling ▶
- Walking and cycling enhancements at public transport hubs

Bus and Coach ▶
- Integrated timetabling, ticketing and information

Rail ▶
- Service enhancements, new stations and resilience schemes continuing to progress

Electric Vehicle (EV) Infrastructure ▶
- Expanding the EV charging network including in rural areas, to meet forecast demand

Roads ▶
- Enhancement, safety and maintenance schemes on the major and strategic road networks

Airports and Ports ▶
- Improved surface access to airports and ports for passengers and freight

Digital, Technology and Other Enablers ▶
- EV demand forecasting, carbon quantification and other technical support to local authorities
- Delivery of pilot schemes in freight and rural mobility

2030 - 2035
Improved choice and better information

Easier Journeys ▶

Going Electric ▶

A Connected Peninsula ▶

2035 onwards
Cleaner, greener and safer network

Completing the Transport Network ▶

Easier Journeys
- **Information** - single source of information for all modes
- **Ticketing** - integrated across all modes
- **Standard** - consistent across the peninsula
- **Interchange** - easy and convenient between modes

Going Electric
- **EV charging** – comprehensive network, fairly priced and meeting demands of residents, businesses and visitors
- **Alternative fuel provision** – meeting the needs of commercial and business users including freight transport
- **Ultra-low emission infrastructure** – to support all bus and rail services across the peninsula

A Connected Peninsula
- **Resilient, safe and reliable road and rail links** - into and through the peninsula, including to ports and airports
- **Sustainable travel** – to the peninsula becomes the preferred choice for private journeys
- **Reliable intermodal freight connections** - available to enable freight to be moved as sustainably as possible with reliable journey times
- **HGV parking and driver facilities** - are improved and enhanced across the network

Completing the Transport Network
- **Fully integrated resilient, sustainable, safe and reliable transport network**
- **Walking, wheeling and public transport are the preferred choice for most journeys**
- **Comprehensive network of EV, alternative fuel and ultra-low emission infrastructure for journeys**
- **Strategic road and rail network meeting the demands of a growing and prosperous region**

Our Immediate Priorities

Peninsula Transport is already working with its partners to improve transport in the region. Here we set out our proposed actions for the next 12 months to implement the strategy and monitor progress towards the desired transport outcomes for the peninsula.

National Highways / Galliford Try

'12 A YEAR

DEVON & CORNWALL RAILCARD

NOW AVAILABLE ONLINE

First Steps Towards Our Outcomes

Easier Journeys

- Develop a **regional action plan for integrating ticketing**
- **Best practice review** of bus network improvements across STBs
- Scope and seek funding for **rural mobility pilot schemes**

Going Electric

- Rollout of **EV demand forecasting tool**
- Produce an **EV Strategy and Action Plan** for the peninsula
- Establish an **EV forum** for the peninsula to engage with the EV community including operators and power distributors

A Connected Peninsula

- Facilitation of the **South West Freight Forum** to develop pilot initiatives and share industry intelligence
- Coordinate the rollout of Freight Strategy recommendations for **pilot interventions**
- **Maintain and update evidence base** to support rail network enhancements
- Prioritise enhancement of **strategic road links** to and through the peninsula

Completing the Transport Network

- Publish our **carbon emission forecasting assessment**
- Provide **analysis and data** inputs to member authority Local Transport Plans
- Establish our **Regional Centre of Excellence** to share expertise, analysis and data with partners and stakeholders
- Work with STB network to develop and share **Alternative Fuels for Freight Tool**

What's Next – Get Involved and Have Your Say

We want to hear your views on this strategy. Getting your feedback on the transport priorities for the region will help to shape our activities and focus going forward, and to develop the investment plan which will be published later in 2024. It is vital that our strategy meets the needs of those living, working, doing business and travelling within the peninsula.

Easier Journeys

Going Electric

A Connected Peninsula

Completing the Transport Network

Do you agree with the four priority outcomes for the region?

Which of the outcomes are most important to you?

Are there other areas or themes that Peninsula Transport should be focusing on?

Let us know what you think about the strategy to help us to reflect your needs best, before it is finalised. An investment plan will then be developed to support the final strategy – so it's important we have your views.

The consultation is available from 11 December 2023 to 5 February 2024.

More information is available: www.peninsulatransport.org.uk

Peninsula Transport

Working with:

CORNWALL COUNCIL
one and all · onen hag oll

Devon County Council

PLYMOUTH CITY COUNCIL

Somerset Council

TORBAY COUNCIL

Further details of the studies and technical work to inform this strategy can be found on the Peninsula Transport website **www.peninsulatransport.org.uk**