Peninsula Transport

Understanding our Region

An overview of the transport infrastructure within the South West Peninsula

November 2025

www.peninsulatransport.org.uk

A Single Voice for Regional Transport

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

Contents

Regional Context

People and Place

Settlements
170 rural towns (56 coastal, 23 remote) plus 81 coastal villages/hamlets

Transport
Rural areas have **60% fewer bus stops** and fewer services/hour than urban areas

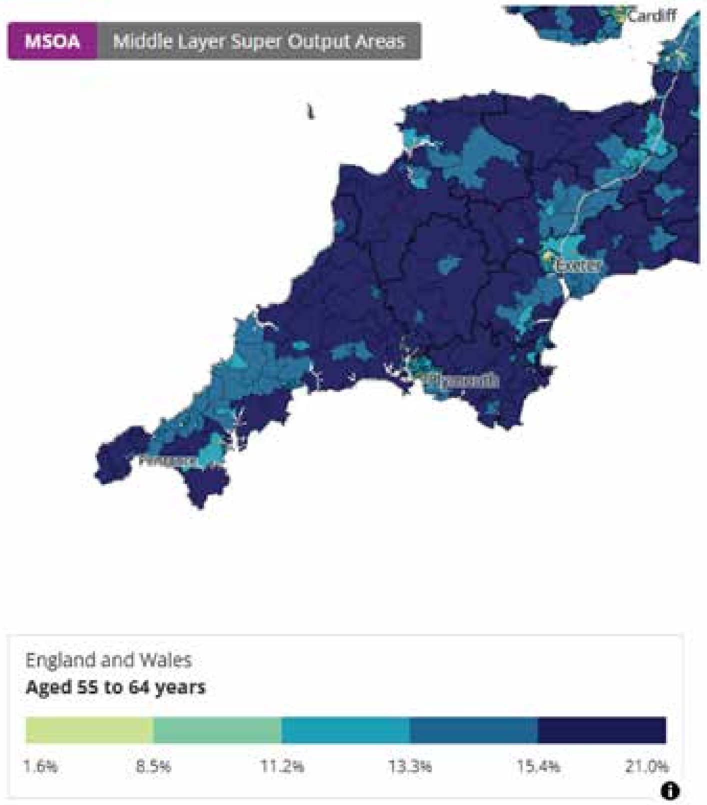
Economy
Lower average incomes – among bottom three UK regions

Demographics
Older population (avg. age 48 vs. 40 nationally); smaller working-age share

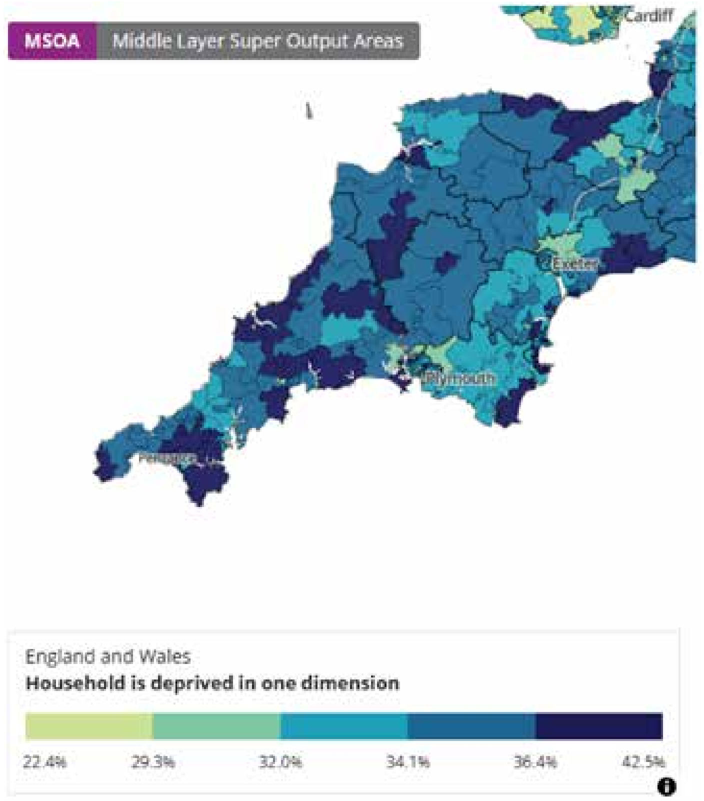
Connectivity
Strong commuter flows to Plymouth, Exeter, and Taunton highlight need for reliable inter-urban links

Housing
Widening wage-house price gap reducing affordability; some areas have highest prices outside London

Population age



Household deprivation



Seasonal Variation

Tourism
Contributes £4.5bn to the economy and **employs 16%** of the population

The market is highly seasonal, with around 50% of spend between June and August

The region attracts 18 million visitors annually, 72% from outside the area

Most travel by car; **only 15% use public transport**, leading to up to a 70% summer traffic increase on the SRN

Traffic in Torquay, Plymouth, Falmouth, and Penzance **rises by 500–2,000 vehicles per day** in July (Coach Accessibility Gap Analysis Report)

Airport footfall increases by 28% at Exeter, 72% at Newquay, and 6% at Bristol during peak season

Network Resilience

Reliant on key routes
M5, A38, A30, A303, A35 and rail (Great Western Mainline, South Western Railway) – disruptions cause major costs/delays

All strategic routes pass through flood-prone areas

2014 Dawlish seawall failure cost £1.5bn

1,570 unplanned closures on A35/A30 in last 5 years

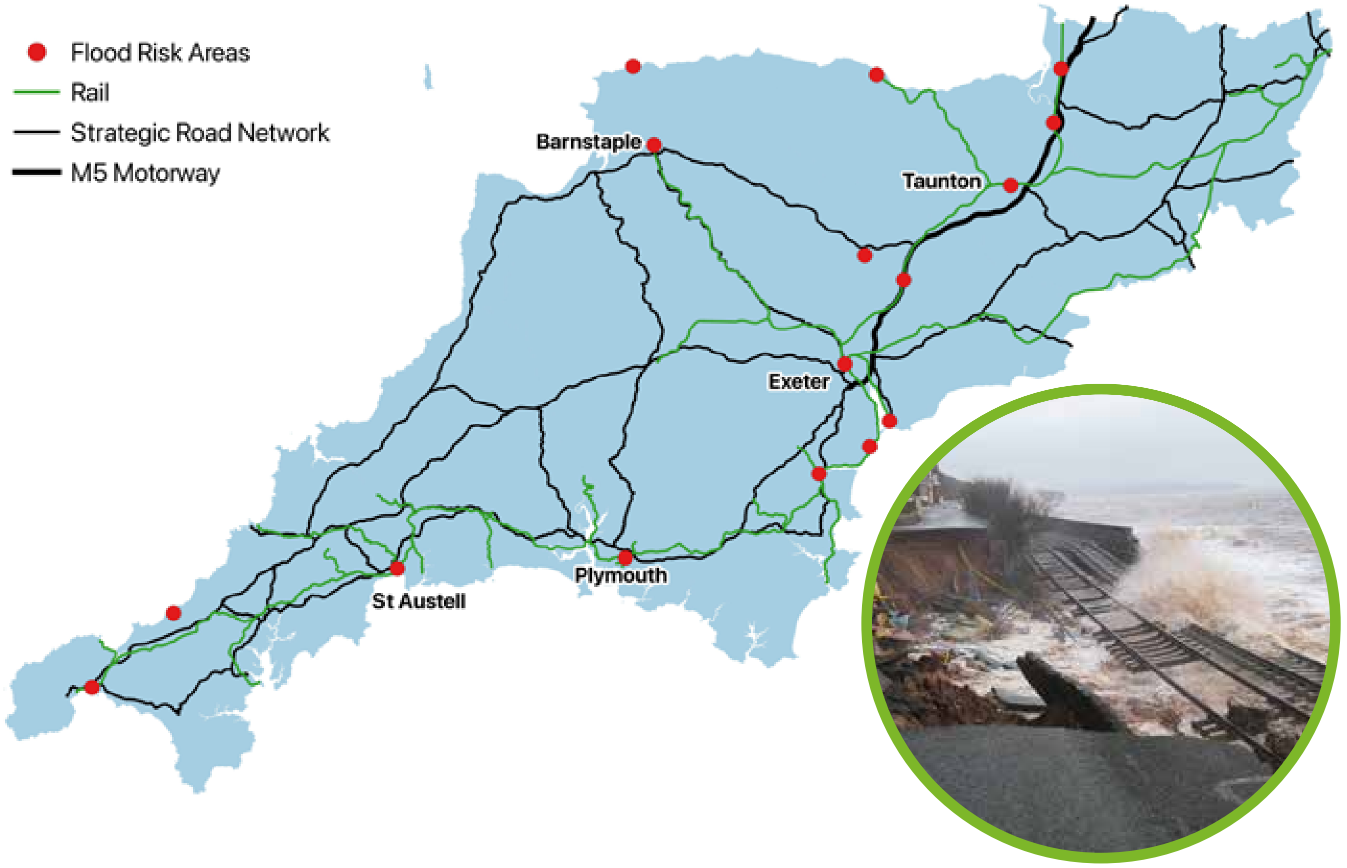
580km road network: 20% single carriageway, many below capacity/safety standards

Supported by multiple ports (freight, fishing, international travel)

Underfunded vs rest of UK in infrastructure and investment

Climate-vulnerable assets: A30, mainline railway (Penzance), Jack Lane Bridge, New Road (access to Newlyn Port, Penzance Promenade, Western Promenade Rd)

Flood risk areas



Regional Context

Growth

Annual economic output

£59bn led by real estate (c.£11.5m), wholesale and retail trade (£6.8m), manufacturing (£6.7m) and a strong tourism sector

Average weekly pay

17% below England average, while mean house prices are just 10% lower

Region is a key hub

For marine autonomy - home to **4,000 companies, contributing £2.54 billion** GVA annually

Annual Delivery Target

The region aims to **deliver over 19,000 new homes each year** to meet growing demand

December 2024 revision of the National Planning Policy Framework (NPPF) introduced a new methodology for calculating housing need, impacting all local plans

Housing Requirement Uplift: The revised methodology has led to an increase in overall housing requirement across the region, as shown in the accompanying map

Population Growth

The South West's population is **projected to grow by over 10% by 2040**, driving demand for housing and infrastructure.

Environmental Considerations

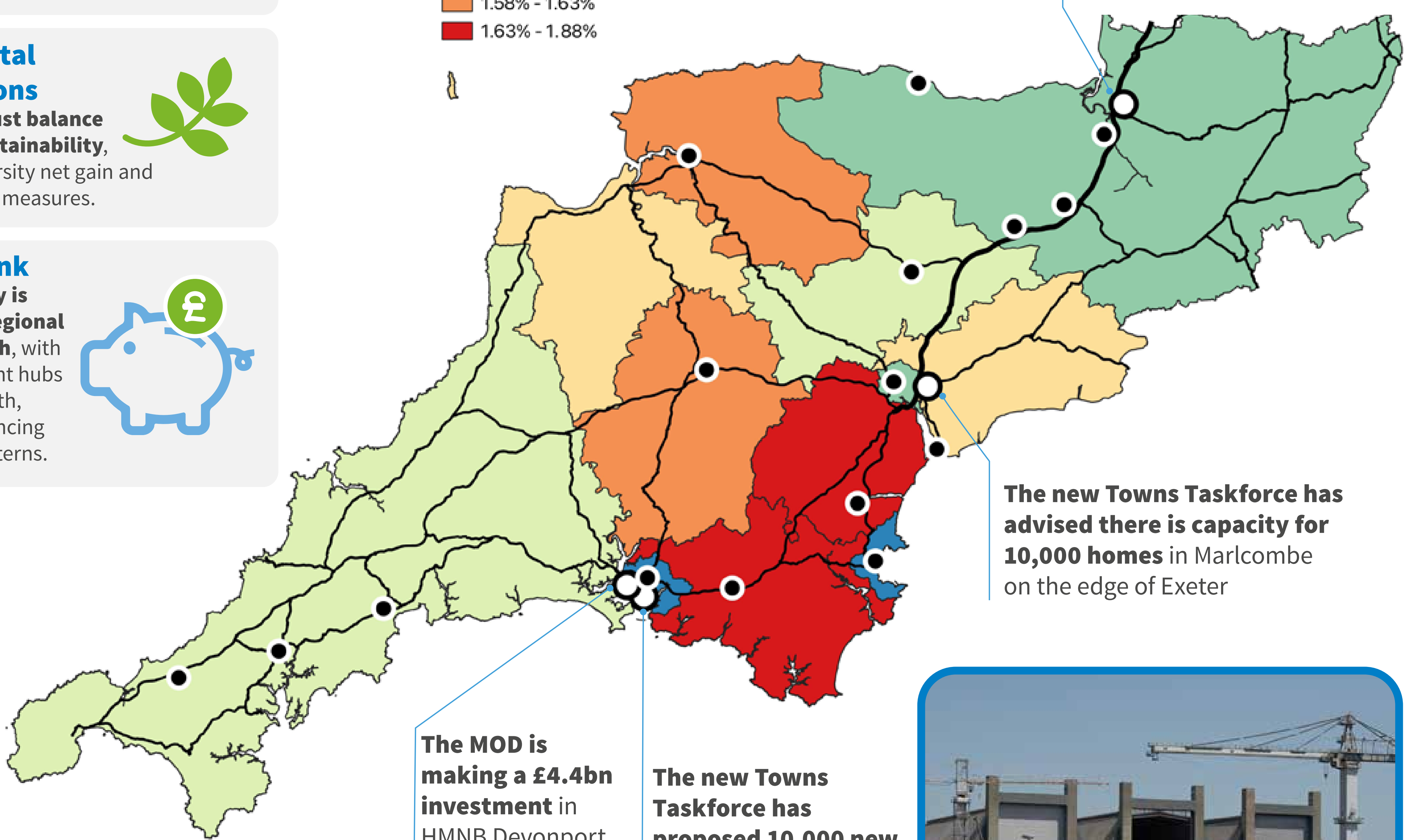
New housing must balance growth with sustainability, including biodiversity net gain and climate resilience measures.

Economic Link

Housing delivery is closely tied to regional economic growth, with major employment hubs in Exeter, Plymouth, and Bristol influencing development patterns.

Emerging local plans will identify key growth locations across the region.

Growth areas and housing



Battery company Agratas is investing £4bn in the UK's largest battery factory

The new Towns Taskforce has advised there is capacity for 10,000 homes in Marlcombe on the edge of Exeter

The MOD is making a £4.4bn investment in HMNB Devonport

The new Towns Taskforce has proposed 10,000 new houses to be built in Plymouth city centre

Bus

Context

- Over **60% of residents** live within a **10-minute walk** of a bus stop
- Region has **England's highest bus subsidy** (£50m; £1.20 per passenger)
- Frequent users are **students, concessionary passengers** and **lower-income groups**, vulnerable to social isolation if services decline
- **Shopping accounts for 23%** of bus journeys
- **Operational costs higher** due to longer distances travelled ('rural penalty')
- Local authority support: **29% of vehicle kilometres subsidised**, reaching nearly **50% in Somerset and Cornwall**
- In much of the Peninsula, **buses are the only public transport option**, making hub integration (e.g., Barnstaple, Okehampton) critical
- **Poor integration across modes and boundaries**, including timetabling, ticketing and information quality, limits bus use

Trends

Total usage has dropped 23% between 2019 and 2024, and 31% between 2010 and 2024.

Vehicle Kilometres have dropped 25% between 2019 and 2024, and 30% between 2010 and 2024.

English national concessionary travel scheme (ENCTS)

National trend

ENCTS usage **fell by approx one-third** between 2019-2022; **female passholders** make proportionally fewer journeys than males, relevant in rural areas like the Peninsula.

Regional trend

ENCTS usage in the Peninsula **declined 39%** between 2019-2024 **and 51%** between 2010-2024.

Concessionary Travel Journeys by TCA (DfT) (millions)

	2019	2020	2021	2022	2023	2024	Difference
Cornwall	3.7	3.8	1.2	2.6	3	3.3	-1.21%
Devon	9	8.6	2.4	4.6	5.2	5.7	-37%
Plymouth	5.5	5	1.6	2.9	3.2	3.4	-38%
Somerset	2.5	2.4	0.700	-	-	1.7	-32%
Torbay	3.5	3.1	0.963	1.8	2	2.2	-36%

What we're doing on bus

The STB has **reviewed all BSIPs and EPs** and has worked with the **five LTAs** and the three main operators—**Go Ahead, Stagecoach and First**—to identify **regional priorities** and explore opportunities to replicate **Cornwall's integrated approach** across the Peninsula.

This work has resulted in four emerging themes for delivery and highlighted the strategic need for a common regional approach **to deliver a simpler public transport system and unlock economic growth.**

Peninsula Transport 'Better Buses'

Information evolution

- Delivering step change consistently across region.

One customer standard

- Making bus the easy choice for passengers

Simplified ticketing

- Regional integration across network

Integration readiness

- Ready for bus/rail integration

National Bus Fare Cap

£2 fare cap proved effective for rural communities across region who travel longer distances

The South West ranked fourth nationally for use of the £2 fare (23%)

It had the **highest proportion of passengers agreeing that the fare saves them money** (53%) (Transport Focus)

	Patronage (millions)				
		£2 fare cap			
	2022	2023	% increase 22-23	2024	% change 23-24
Cornwall	7.8	10.2	31%	11.1	9%
Devon	16.1	17.4	8%	17	-2%
Plymouth	12.6	14.6	16%	15.5	6%
Somerset	3.2	3.9	22%	4.8	23%
Torbay	5.2	5.7	10%	5.6	-2%

Coach

Types of coach services

Scheduled
Affordable long-distance links between major urban areas; alternatives to car and rail.

Tourism
Demand-led connectivity to key visitor destinations.

Economic contribution

Coach passengers contribute **~ £540m/year** to the South West economy, second nationally after London (South East) and Scotland (CPT, 2024).

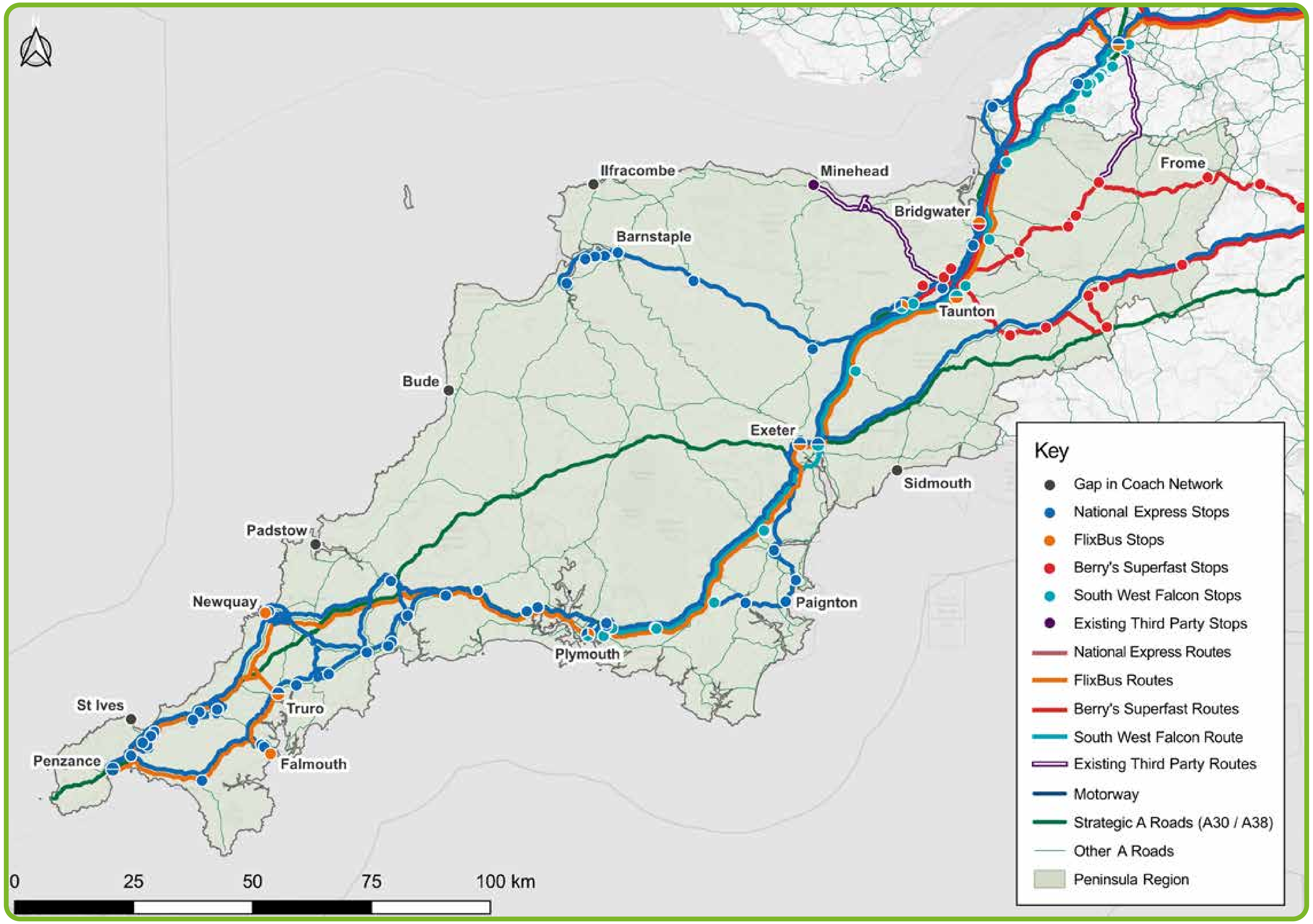
Tourism impact

Over **4.9 million coach tourism trips** and **100,000+ coaches annually**, generating **~£88m** for the regional economy.

What we're doing on coach

- **South West Coach Forum:** Partnership with Western Gateway STB to convene industry stakeholders.
- **Online Peninsula Coach Forum:** Platform for stakeholders to ask questions and share knowledge.
- **Coach Parking Portal:** Maintains up-to-date information on coach parking across the Peninsula.
- **Accessibility Gap Analysis:** Identifies opportunities to improve onward connections.

Direct coach connections



Rail

Context

- **Great Western Mainline:** London Paddington to/from Penzance.
- **South Western Railway:** London Waterloo to/from South West, with branch lines to Newquay, Barnstaple, Torquay.
- **5% live within a 15-minute walk** (up to 1.2km) of a railway station.

Mainline rail usage

Increased from 19,169,814 (2019-20) **to 20,036,578** (2023-24), **a 4% rise**; England overall remains 7% below 2019-20 levels (ORR).

Investment and improvements

New stations

At Marsh Barton and Okehampton, reopening of the Dartmoor Line, Mid Cornwall Metro and major resilience works at Dawlish.

Integration

Some rail-bus integration but inconsistent across region.

Performance

Poor performance limits integration opportunities and reduces customer confidence, with GWR punctuality at 61% in Q4 2024.

Vulnerability

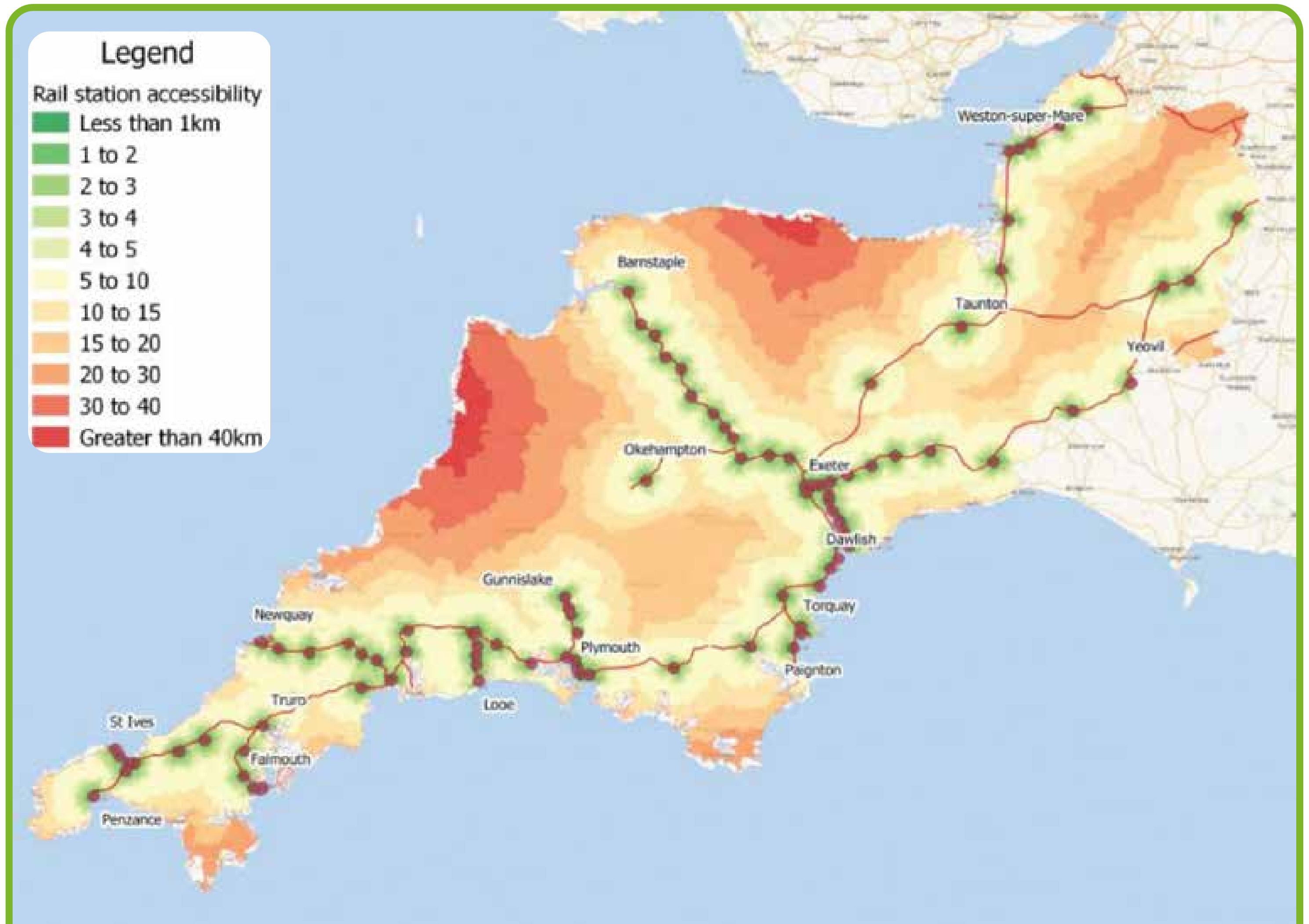
Mainline vulnerable to coastal storms, sea level rise, flooding and land slips:

- **Dawlish Seawall (coastal):** Only mainline link to Cornwall/much of Devon; exposed to wave action, storm surges, cliff instability. Resilience works ~£150m (including £80m new seawall); sea-level rise could increase disruption from ~10 days/year to 40 days by 2040 and 100+ days by 2100 (University of Plymouth, 2023)
- **Somerset Levels (Fluvial):** Bristol–Exeter main line crosses low-lying floodplains where **18% of land sits below mean tide level**. 2013–14 floods closed lines >1 month, causing >£20m in damages.

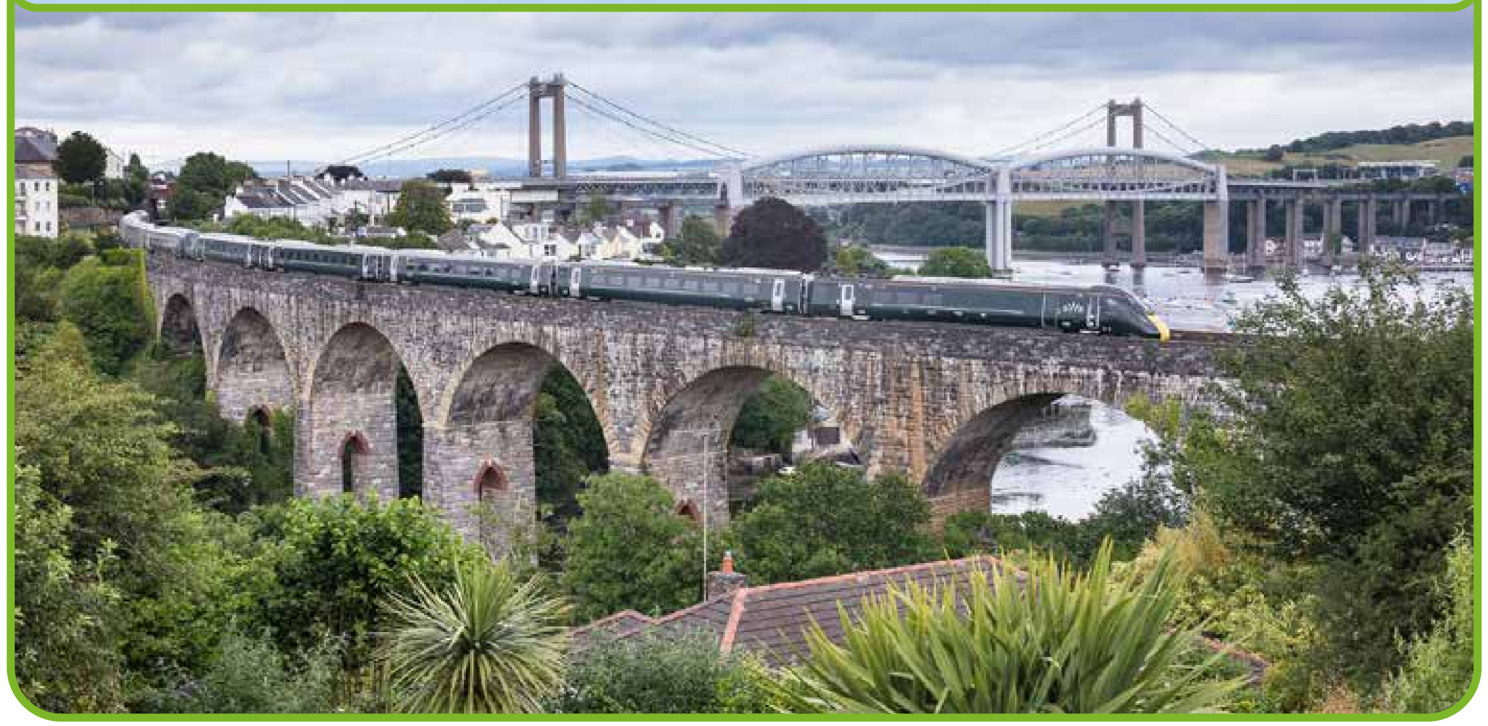
Accessibility

Sixteen stations in the Peninsula lack step-free access.

Railway Accessibility in the Peninsula



www.peninsulatransport.org.uk/wp-content/uploads/2023/11/Peninsula-Rail-Strategy_Full-2023-Update_Draft-v1.0.pdf



Rail

Network Capacity and Line Speed Constraints

Slower line speeds

Peninsula rail slower than much of England, particularly **west of Exeter** and on the **Heart of Wessex line**.

Causes

Twisting branch lines limit acceleration; single-track sections further restrict speeds.

Speed limits

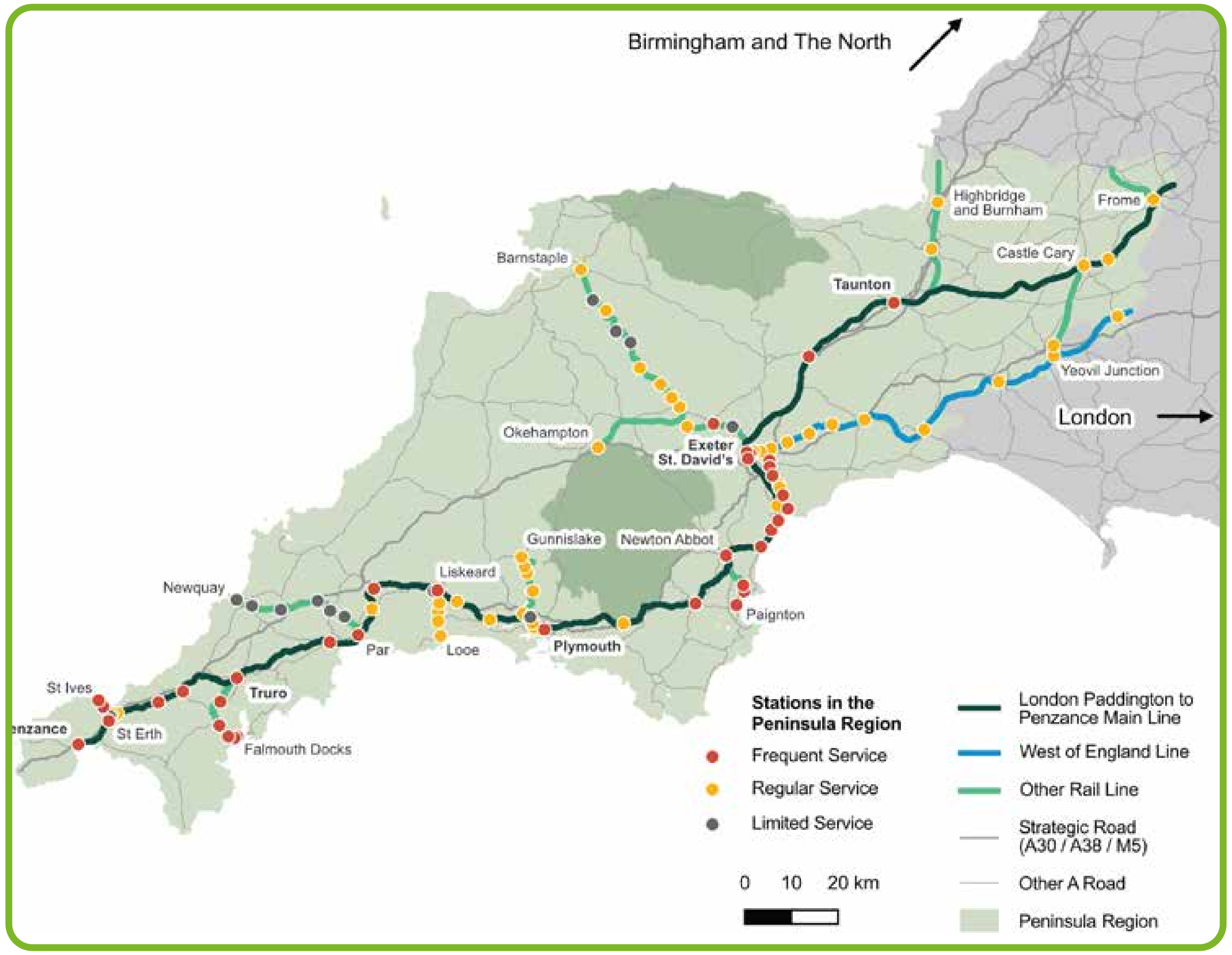
- **West of Newton Abbot / Paignton line:** 40–75 mph over most of the network, including mainline to Penzance.
- **Branch lines** (Looe, St Ives, Dartmoor/ Okehampton): speeds ≤ 35 mph.

Line Speeds in the Peninsula

What we're doing on rail

- **Peninsula Rail Task Force (PRTF):** Coordinating regional rail priorities.
- **Stakeholder engagement:** Working with Network Rail, Train Operating Companies and DfT on future network enhancements.
- **Integration:** Aligning bus and rail timetables and ticketing for a sustainable transport network.
- **Accessibility improvements:** Identifying priority stations for step-free access; working to improve station accessibility for all users with NR.
- **Plymouth Metro:** Coordinating strategic delivery of project.
- **Digital connectivity:** Working in partnership with GWR and Motion Applied to deliver a high speed WIFI pilot on GWR's network, which is a key step in transforming mobile connectivity.

Rail services in the Peninsula Region (Coach Accessibility Gap Analysis)



Plymouth Metro

Improving Plymouth's competitiveness with the rest of the UK and supporting growth in employment and housing by increasing the use of existing rail services and then expanding these to create a modern metro system which meets the city's future transport needs.

Economic Strategy

Plymouth's ambitious growth agenda.

HM Devonport Naval Base

Part of the UK's Continuous At Sea Deterrent (CASD) chain

- **Investment** - £4.4bn over next 10-years
- **Construction** – 2,000 additional jobs
- **Permanent workforce** - increases from 13,000 to 18,500

Plymouth and South Devon Freeport

Only Freeport on the South West Peninsula

- **Business incentives** – across three sites in city until 2031
- **Forecast employment** – 3,500 additional jobs

Plymouth Science Park

Largest science and technology park in the region.

- **High value jobs** – 74 businesses employing 1,000 people in the digital, health, defence and engineering sectors

Homes England Priority Place

Ambitious proposals for housing growth in Plymouth.

- **New homes** – 10,000 in city centre and surrounding area
- **Resident population** – to increase to 300,000 by 2034

Role of rail in delivering growth

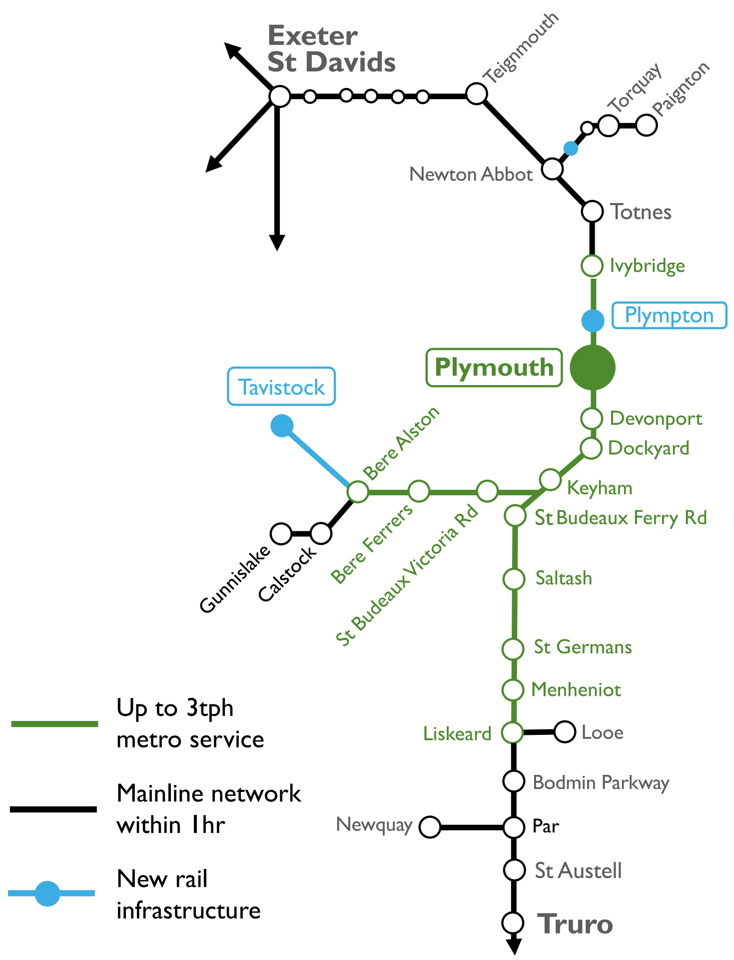
The scale of growth planned will draw upon the workforce outside the city limits.

- **Existing transport corridors** – already under pressure with significant queues and delays.
- **Providing additional capacity** – increasing use of existing rail services is a cost effective way of doing this in the short-term.
- **Creating a metro system** – with an additional line, new stations and increased service frequencies will ensure the growth can be sustained in the long-term.

System outputs

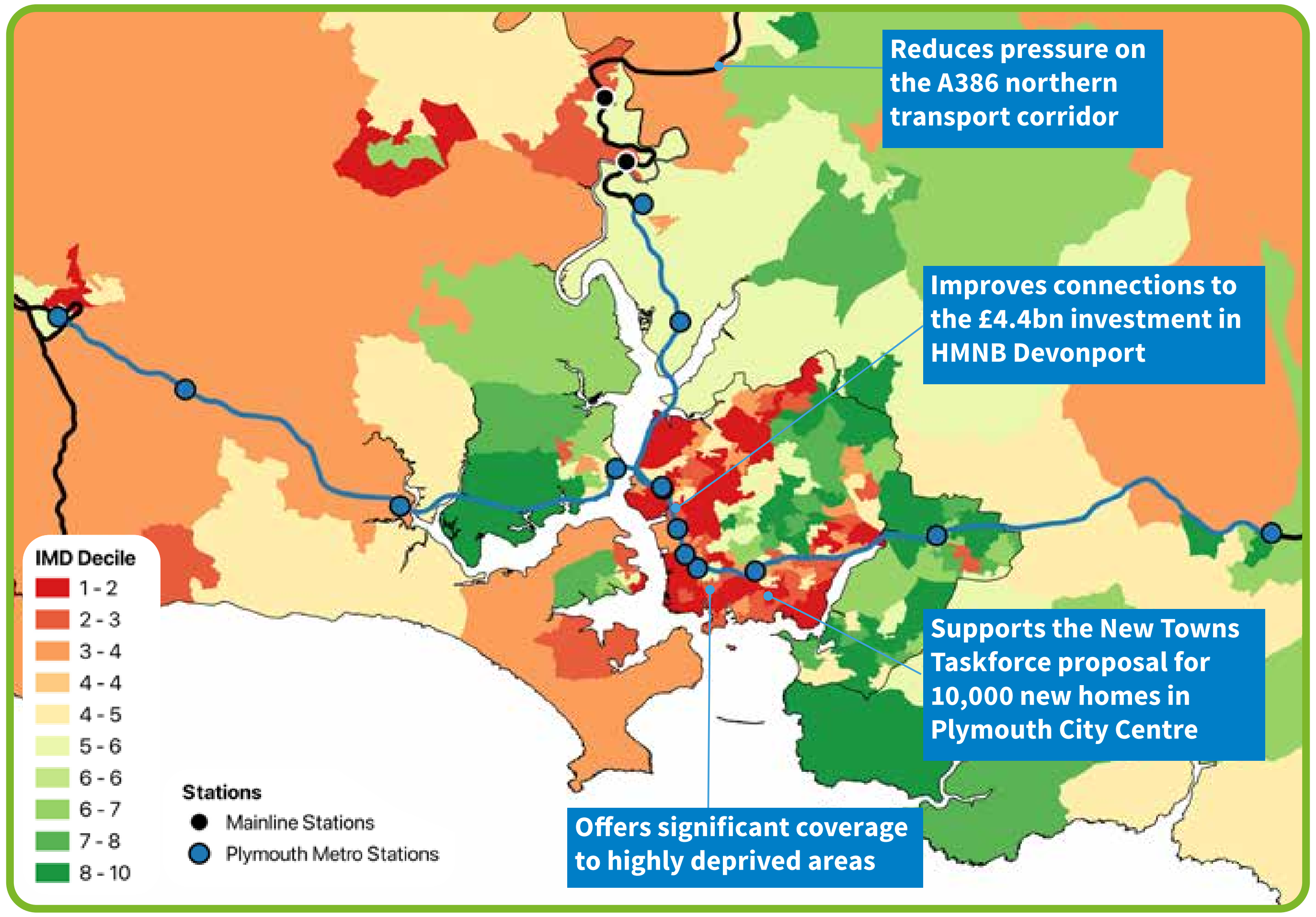
- **Review of services and ticketing** – increases increases use of current spare capacity and role of rail (current mode share is 0.3%).
- **New station and line** - increases rail penetration to the east and north of the city.
- **Travel to work** – all stations within a 1 hour journey time with increased frequencies at metro stations.
- **Network coverage** - 0.75m resident population (0.3m economically active).

Plymouth Metro System Network



Delivering Plymouth Metro

- **Local rail services** – review timing, ticketing and trains to increase use of existing rail capacity for commuting into the Plymouth area.
- **Reopen Tavistock Line** – increases rail access from the north reducing pressure on A79 northern transport corridor.
- **New station at Plympton** – Increases access to rail network in the east and provides direct rail link to Devonport Naval Base.
- **New local train fleet** – new with improved capacity, reliability, passenger comfort with reduced emissions, operating and maintenance costs.

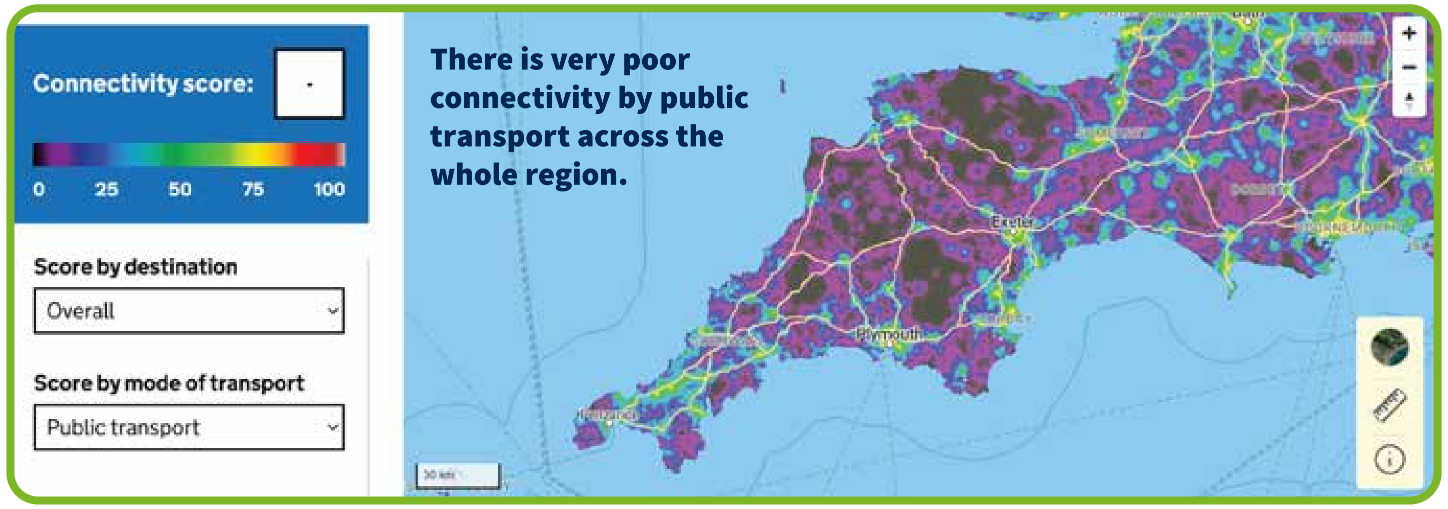


Rural Mobility

Context

- **Rural settlements** in the South West are home to 42% of the population in the region.
- **Limited interchange locations** and the region's geography lead to long journey and layover times for rural residents and result in rural poverty and social isolation.
- **Those living in the most rural areas made 87% of their journeys by car**, compared with 67% of those living in the most urban. There is a lack of suitable transport alternatives in rural areas which forces residents to rely on private vehicles.
- **People living in the most rural areas travelled almost twice as far per year** than those living in the most urban areas, resulting in increased travel time and travel costs.
- **Rural areas account for 58% of economic output** in the South West but continues to see limited investment into transport in rural areas.

Public transport connectivity score (DfT Connectivity Tool)



Driving connectivity score (DfT Connectivity Tool)

Rural Mobility vision

- **Support the environmental, social and economic sustainability of rural communities** including in the delivery of new development.
- **Support the growth and diversification of the rural economy** including supporting freight and logistics.
- **Reduce the number and length of journeys**, increase the efficiency of mobility and decarbonise transport in rural areas to support net zero targets.
- **Strengthen integration between rural mobility and strategic connections** to support access to community and economic needs.
- **Increase the affordability**, access to and use of active modes, publicly available and shared transport in rural areas.
- **Work with key stakeholders across the region** to secure their support and seed funding for rural mobility pilots.

What we're doing on rural mobility

Bodmin and Lanivet Rural Community Bus Scheme

In 2024/25, Peninsula Transport awarded a grant of **£50,000** to The Bodmin and Lanivet Rural Community Bus Scheme; A pilot project to create a sustainable community led transport network. Coordinating three community buses, it will deliver regular, reliable routes and hireable services to connect rural villages, local amenities and key services in the vicinity of Bodmin, Cornwall.

Three Pilot projects funded

Another funding application was open in September 2025. **Peninsula Transport are pleased to award funding to three pilots** which will launch early 2026 and run for 12 months.

Freight

Context

- **Freight and logistics is a significant employer** and supports existing and emerging industries and skills across the South West region.
- **68.7 million tonnes of goods** were moved through the Peninsula region in 2019, with 46% serving local authorities in the South West.
- **HGVs completed over 1 billion vehicle kilometres** through the region, but 22% of the kms completed were by empty vehicles.
- The HGV sector produces around **916,000 tonnes of CO_2 per year** in the Peninsula region.
- **Only 5%** of goods moved across the region is done so by train.
- **COVID-19 accelerated the trend for online shopping** with online retail reaching a record proportion of total retail sales resulting in an increase in HGV & LGV traffic.
- **Journey times are variable** especially in the summer when traffic volumes grow leading to freight operators facing considerable variance in travel time and the cost per delivery.
- **Ports are often accessed via single carriageway roads** with parking either side. This causes difficulties for freight traffic and supports the need for improved port approaches for larger loads.
- There are **very limited and generally poor facilities** for freight drivers to take statutory breaks, in particular on the A38 and A30 routes.
- **Plymouth relies heavily on one major road, the A38,** and journey time reliability can be an issue for freight hauliers.
- Port traffic seeking to access Plymouth and Teignmouth, must **navigate urban centres where restrictions are in place for wide loads**; with **few alternative routes** in place and limited advanced signage to aid routing and forward planning.
- **Strategic ports** (Plymouth, Falmouth) connectivity to rail and freight corridors are vital for regional economic resilience.

What we're doing on freight

- **Continue working in partnership with Western Gateway**, and continue running the South West Freight Forums for key stakeholders.
- **Working with Network Rail to develop the case for rail freight terminals at strategic locations** such as Tiverton Junction, Exeter and Tavistock Junction, Plymouth.
- **increase awareness and knowledge of the freight and logistics sector.** The STB has commissioned research, produced a regional freight strategy, delivered forums to share best practice between the private and public sector.
- **Released a survey for private sector operators** to gain feedback on how the public sector LTAs can support the industry.
- Where possible, **support freight hauliers with decarbonisation** including HGV charging facilities.

Main challenges faced by private freight sector in the South West:

Lack of driver stopping facilities

Gap in skills and knowledge

-Heavy congestion on key strategic routes especially in summer months

Lack of rail freight terminal site in South West

Unsuitable roads in some rural communities

Department for Transport (DfT)
Set policy direction, growth targets and the general tone on the future of freight with partners across rail, road, maritime and air, to steer and allocate infrastructure monies.

Sharing insights and providing steer along industrial, sector & transport lines to feed priority projects upstream.

Being aware of larger policy shifts /priorities and directly sourcing or leveraging funding for specific locally led initiatives.

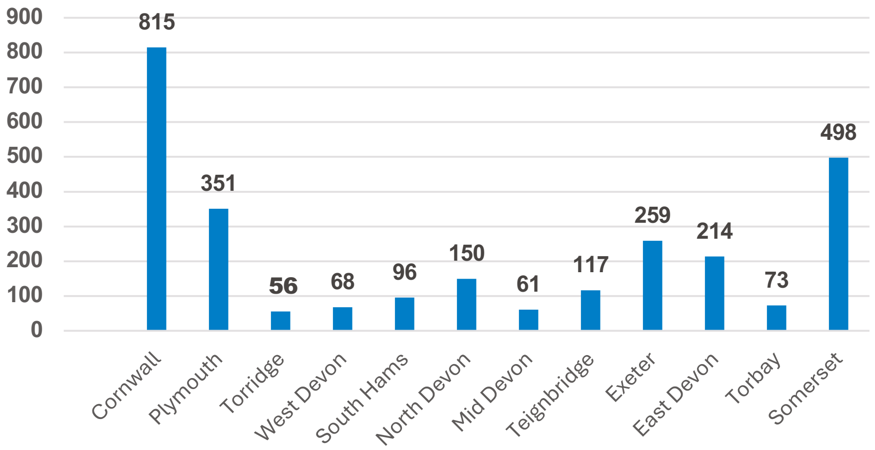
Peninsula Transport STB
Commissioned research and collected evidence, data and feedback to inform investment proposals and policy objectives (international gateways, sectorial growth etc).

Collaborating on data collection evidence sharing on land use, economic and transport needs and sense checking that strategic investment priorities are aligned.

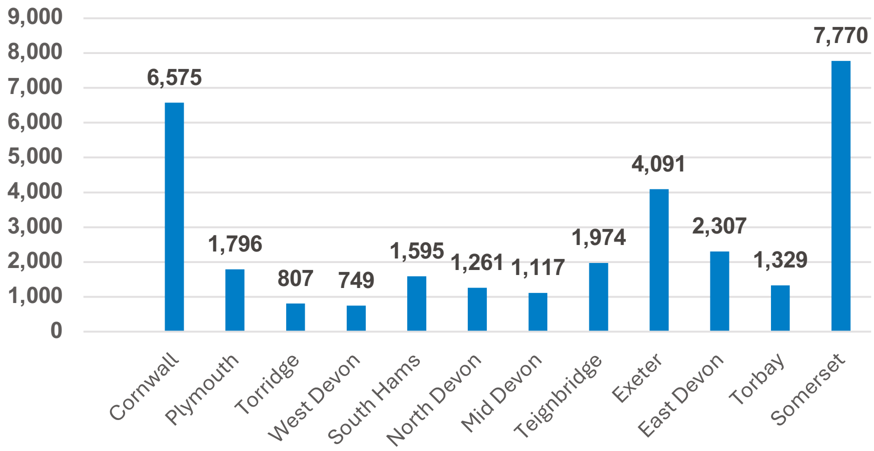
Local Authorities
Able to influence and deliver on local land use and transport policy, alongside statutory duties to maintain and improve the MRN. Will be able to provide capital funding to deliver specific initiatives.

Electric Vehicles

Total Public Charging Devices (Jul 25)



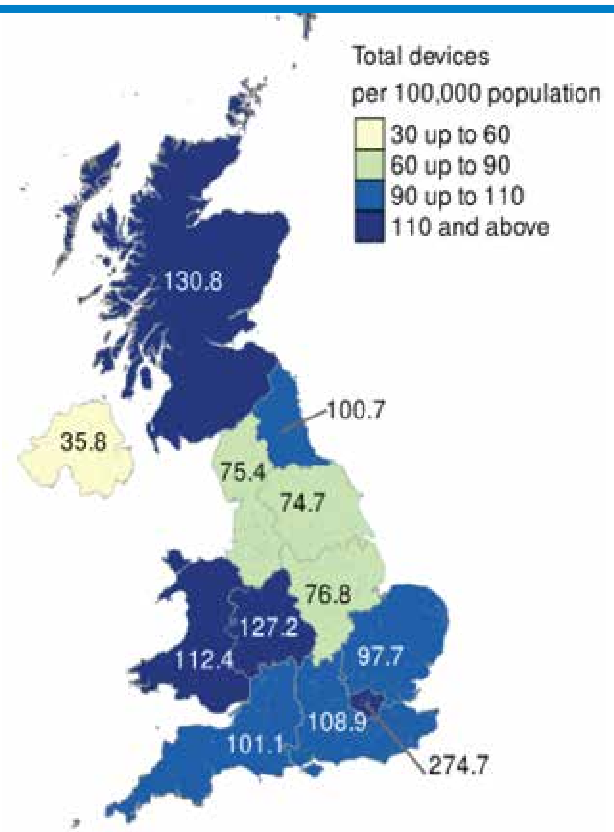
Total Plug-in EVs (Sep 24)



EV Chargepoints

Peninsula has around **2,700 public EV chargepoints** - 75% standard (<50kW) and 25% rapid (>50kW), mainly at service stations and car parks.

Total public charging devices per 100,000 of pop (July 25)



Advancements in Technology

Ultra-fast charging

Next-generation chargers delivering >350 kW can recharge EVs in under 10 minutes.

Vehicle-to-Grid (V2G)

Emerging tech will enable EVs **to supply electricity back to the grid** or power homes.

Wireless charging

Contactless charging pads, embedded in roads or parking bays are being trialled to allow seamless charging without cables.

Smart charging

Intelligent systems will optimise when and how EVs charge, **using real-time data and AI to reduce costs and ease pressure** on the grid.

Seasonal Demand:

Tourism flows increase traffic on the SRN by up to 70% in summer. Meeting demand requires **3,000–4,100 additional charging sockets**—mostly through private investment along key routes, supplemented by public sector funding.

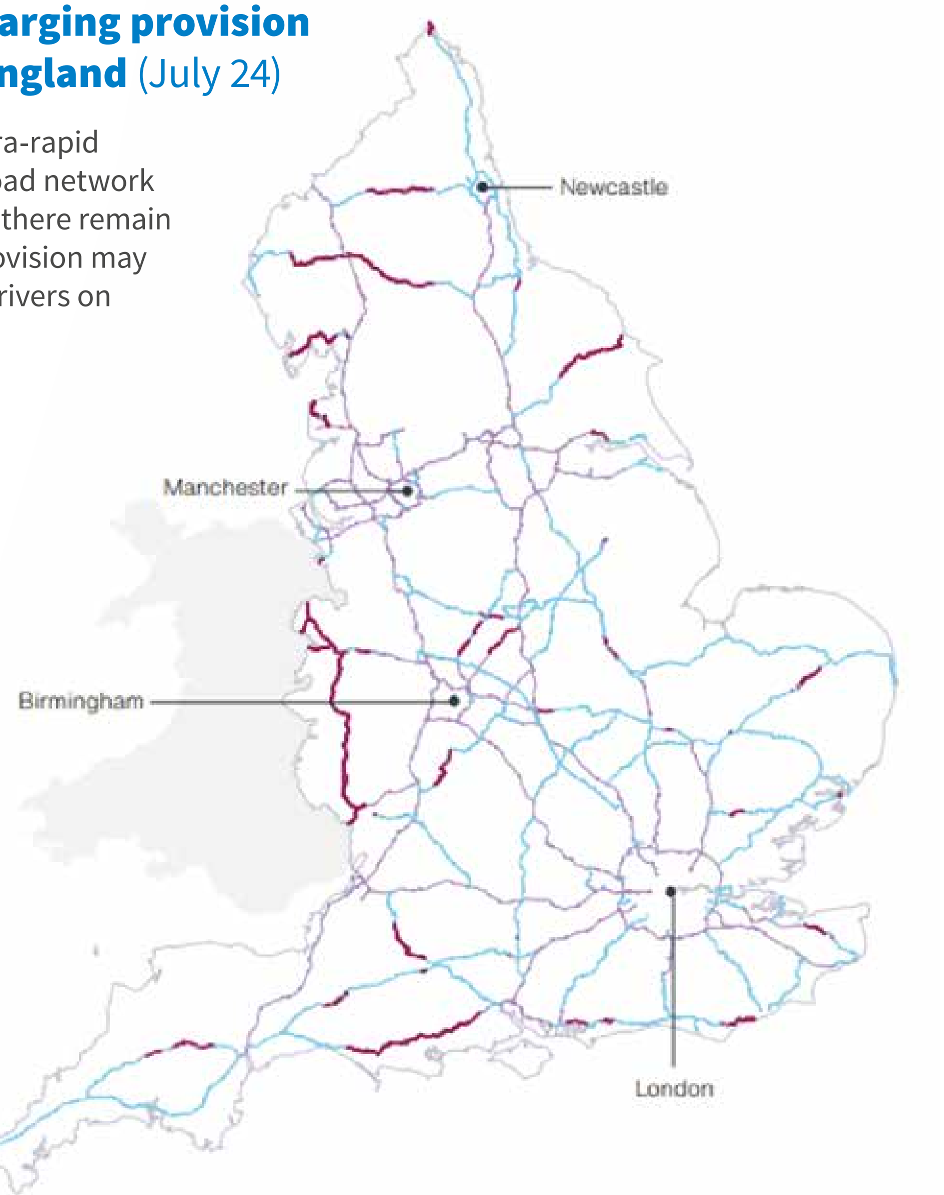
Rapid and ultra-rapid charging provision on strategic A-roads in England (July 24)

While the provision of rapid and ultra-rapid chargepoints across the strategic road network has grown substantially since 2022, there remain stretches of major A-road where provision may not be enough to reliably support drivers on longer journeys.

Strategic Road Network A-road locations where a vehicle could not reach six rapid and/or ultra-rapid chargepoints within 16 miles

Strategic Road Network - A-road

Strategic Road Network - Motorway



www.nao.org.uk/wp-content/uploads/2024/12/public-chargepoints-for-electric-vehicles.pdf

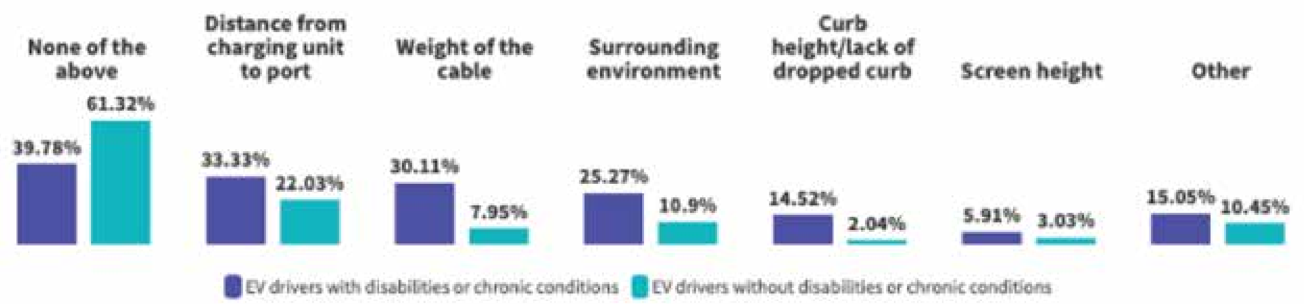
Electric vehicles

Accessibility of chargepoints

The **Great EV Survey** found that the charging network remains **'woefully maladapted'** for disabled drivers. **c60%** reported at least one issue when using public chargers.

Plymouth introduced guidance for EV chargepoint installations to ensure sites are designed for everyone's use (including wheelchair users), removing obstacles like bollards/curbs, maintaining space and using high-visibility signage.

Accessibility issues



ZEBRA and LEVI Funding

In 2023, local authorities received **c£26m** in ZEBRA funding to support zero-emission buses and infrastructure, **enabling up to 170 new ZEBs**.

The **Local Electric Vehicle Infrastructure** (LEVI) fund supports local authorities to improve the roll out of EV charging infrastructure.

ZEBRA allocation

Cornwall	**£1.3m**
Devon	**£5.3m**
Plymouth	**£9.5m**
Somerset	**£3.7m**
Torbay	**£7.1m**
	£26.9m

LEVI Capability Funding

	22/23	23/24	24/25	25/26	Total
Cornwall	£90,540	£206,230	£206,230	£206,230	**£709,230**
Devon	£118,800	£270,600	£270,600	-	**£660,000**
Plymouth	£73,620	£167,690	£167,690	£167,690	**£576,690**
Somerset	£75,240	£171,790	£171,790	£171,790	**£590,790**
Torbay	£59,580	£135,710	£135,710	-	**£331,000**
Devon & Torbay CCA	-	-	-	£406,310	**£406,310**
					£3,274,020

LEVI Capital Funding

Cornwall	£5,509,000	Under development/review
Devon	£7,067,000	Approved for delivery
Plymouth	£2,415,000	Approved for delivery
Somerset	£3,783,000	Approved for delivery
Torbay	£958,000	Approved for delivery
	£19,732,000	

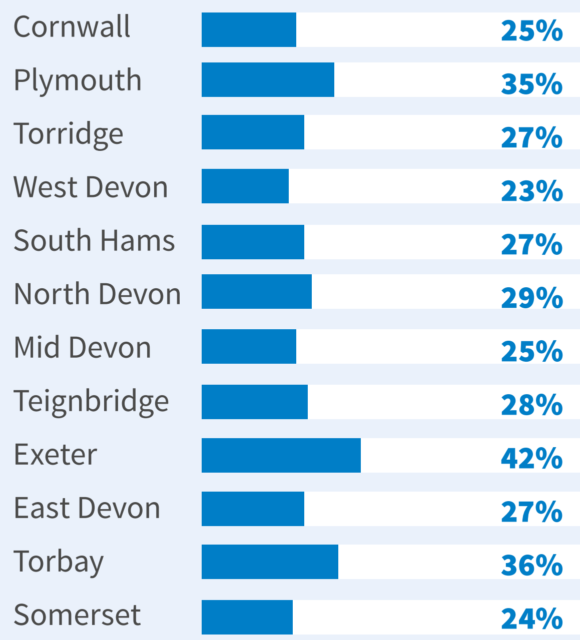
On-Street Parking Demand

Peninsula authorities are concerned that households without off-street parking face major barriers to EV charging, limiting equitable adoption and increasing demand for safe, convenient on-street solutions.

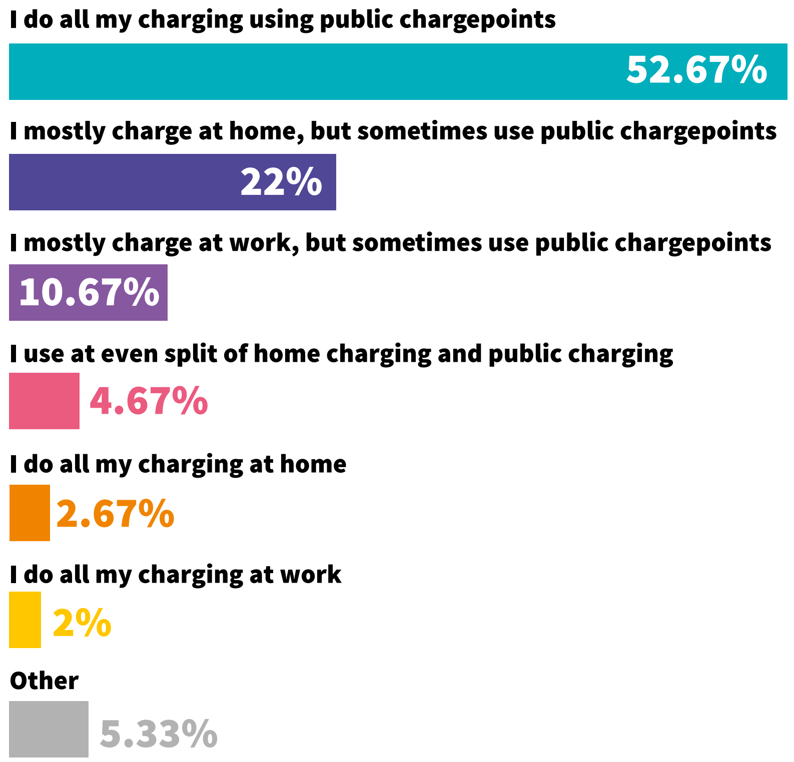
Cross-pavement Charging

Local authorities are interpreting Government guidance on safe cross-pavement EV charging, but rollout remains uneven as many councils are still piloting and finalising permissions, safety, maintenance, and funding.

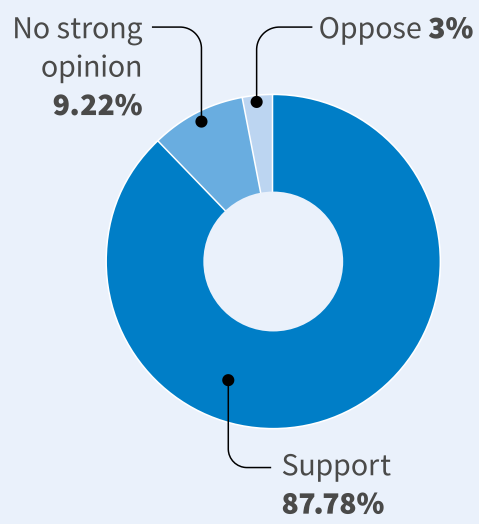
No access to off-street parking



Public engagement



Allow homes near pavement parking to install gullies



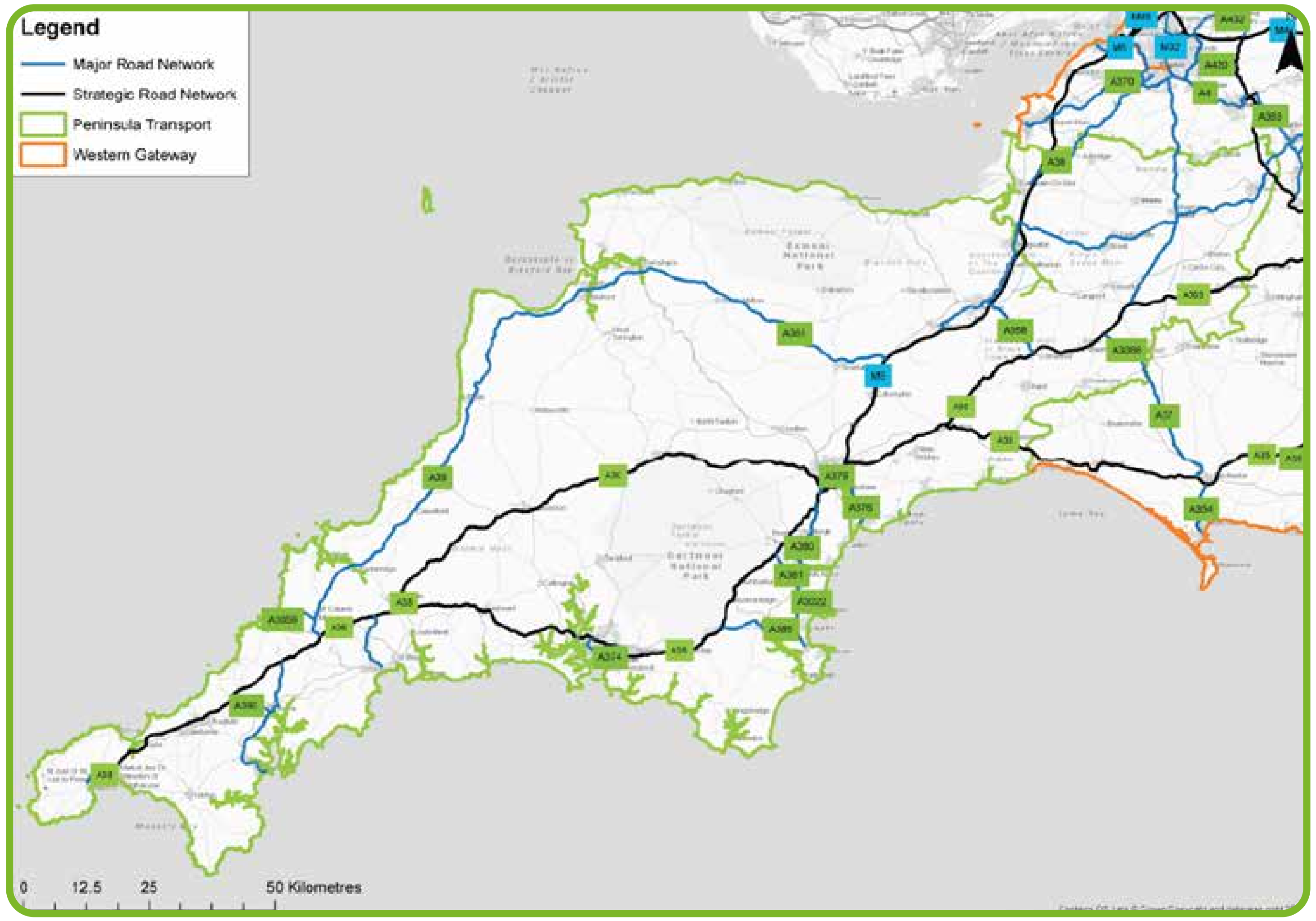
What we're doing on electric vehicles

- **Continuing to work in partnership with Western Gateway** and facilitating the EV Officers Group.
- **Engaging with large trip generators** including the NHS.
- **Identifying charging gaps** on the strategic network.
- **Engaging with key stakeholders** including National Highways, NESO and the Energy Saving Trust.

Major and Strategic Road Network

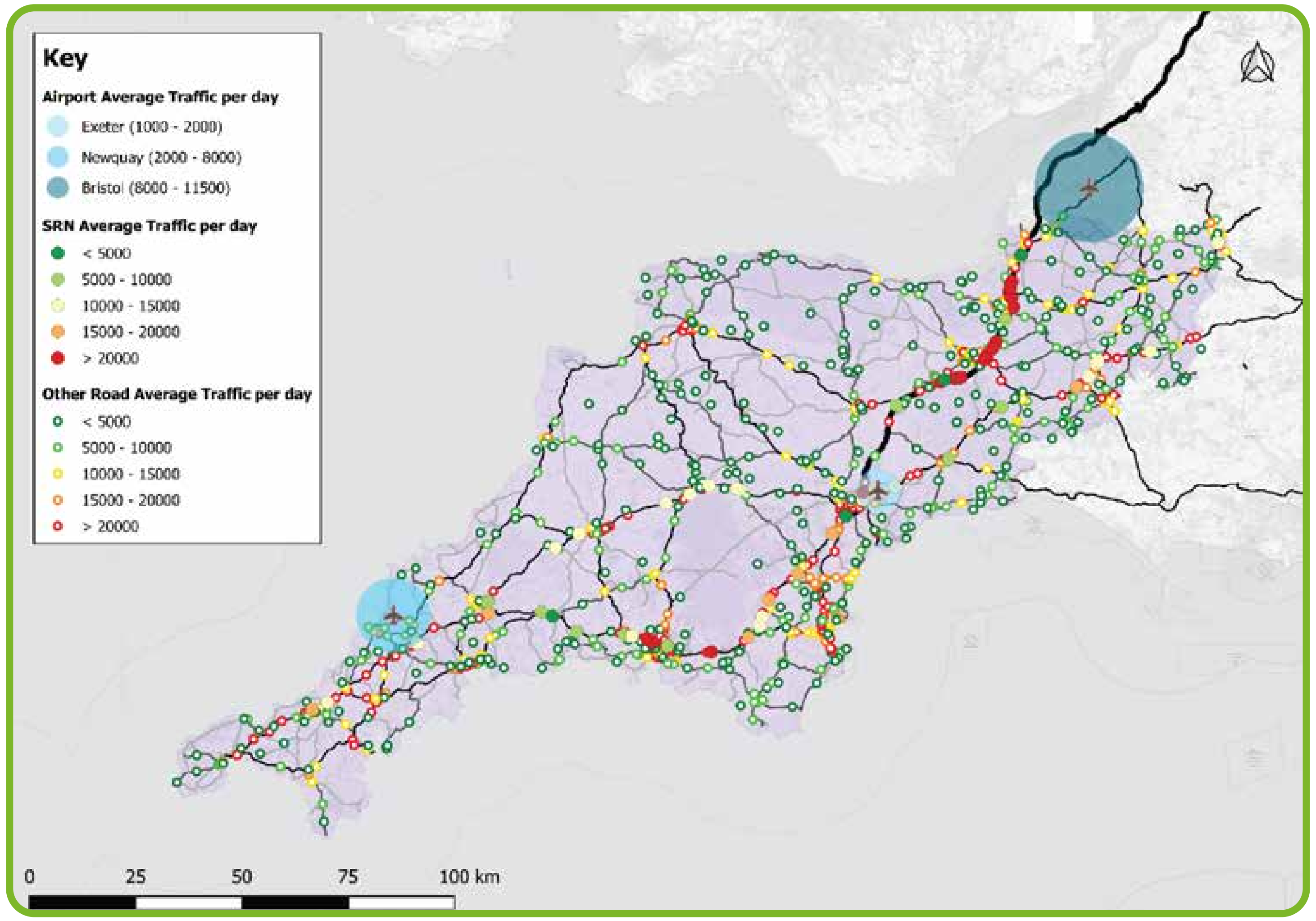
Peninsula relies on a limited number of key corridors

- **A38 corridor (Exeter–Bodmin, Nov 2023–Oct 2024):** 1,821 breakdowns, 566 obstructions, 237 traffic collisions.
- **A30 corridor (Honiton–Penzance, same period):** 756 breakdowns, 319 obstructions, 181 traffic collisions.
- **Road standards:** 20% of the SRN and 90% of the primary road network are single carriageway—both above the average for England.
- **Safety:** 1 in 5 collisions on SRN/MRN results in killed or seriously injured casualties.
- **Network vulnerability:** Failures are costly; limited alternative routes exacerbate disruptions.
- **Traffic growth:** Van kilometres rising ~7% annually, faster than England average, likely due to increased home deliveries.
- **Traffic levels (2024):** South West ranked 4th nationally with 35.1 billion vehicle miles, behind South East, East of England, and North West (DfT).
- **Average speeds:** MRN corridors on the Peninsula are generally lower than national average speeds, reflecting mostly single carriageways with varying speed limits (REB).



www.peninsulatransport.org.uk/wp-content/uploads/2020/03/Peninsula-Transport-REBaddendum.pdf

Average traffic flows in the Peninsula Region



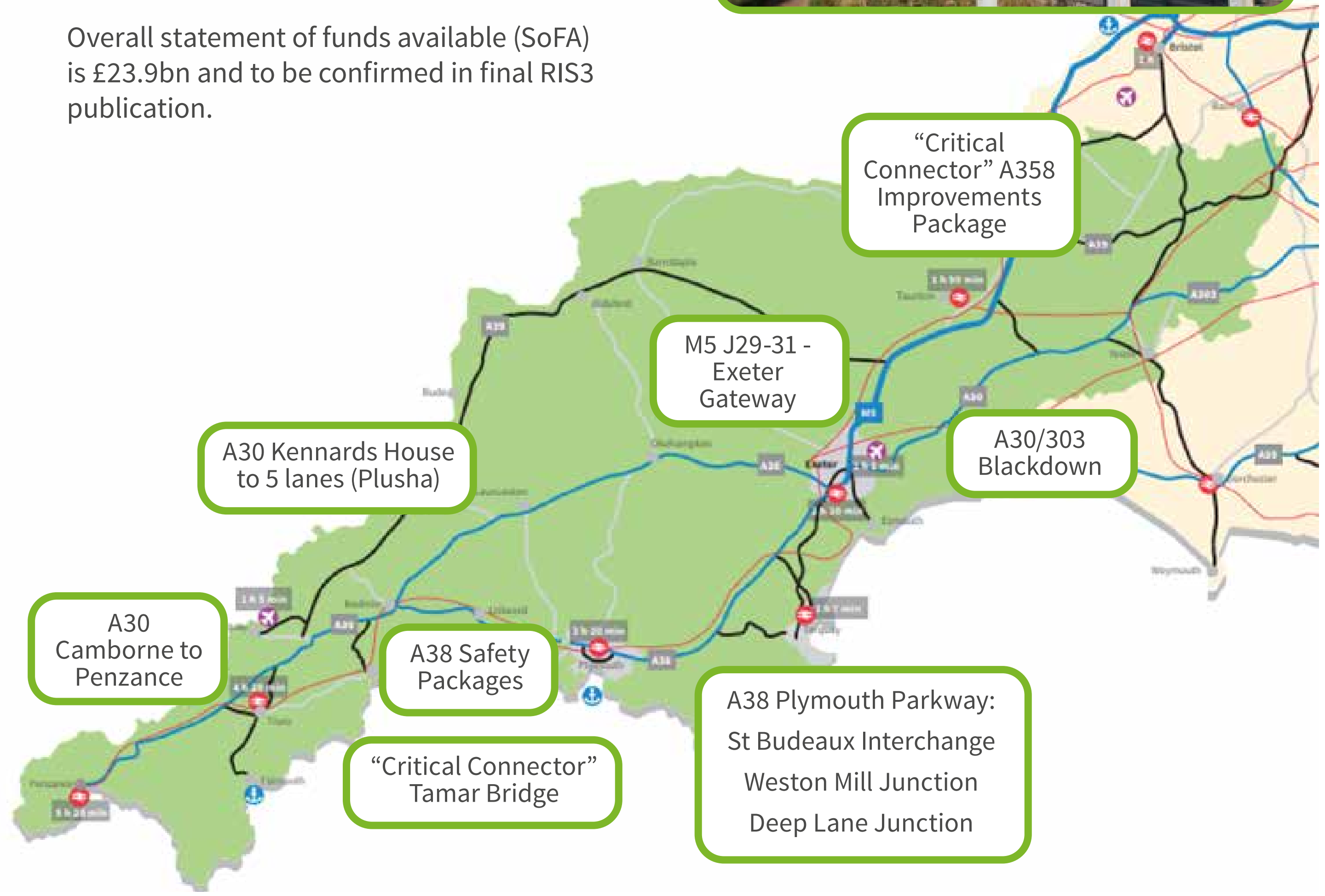
Major and Strategic Road Network

RIS3: Draft RIS published Summer 2025, Full Publication due March 2026

Sets out high-level goals for the 5-year RIS period:

- Growing the Economy
- Improving safety for all
- Network performance
- A technology-enabled network
- Managing and planning the SRN of the future
- Improved environmental outcomes

Overall statement of funds available (SoFA) is £23.9bn and to be confirmed in final RIS3 publication.



What we're doing on MRN/SRN

Working with National Highways and key stakeholders, including relevant local authority officers to:

- **Support safety and resilience upgrades** along the A30 and A38
- **Support long term improvement** and maintenance along the Tamar Bridge
- **Capacity and safety improvements** along the A358
- **Junction improvements** at the A38 Deep Lane Junction
- **Capacity improvement** along the A38 St Budeaux Interchange
- **Improvements at A38 Weston Mill**/ A3064 junction
- **Capacity improvements along M5** at Exeter Gateway J29-31

We are also providing continued support for current MRN/LLM schemes:

- **A38 Manadon Interchange**
- **Bridge Road Exeter**
- **M5 Junction 28**

A30 Honiton to Penzance

Peninsula Transport Strategy and Strategic Implementation Plan

Our Aim

To create a fully connected, reliable and sustainable transport system that supports economic growth and strengthens communities across the Peninsula.

Our Partners

Working collaboratively with Cornwall, Devon, Plymouth, Somerset and Torbay, alongside Network Rail, National Highways, Homes England, Active Travel England, the NHS, ports and airports.

Peninsula Transport Strategic Outcomes

Easier Journeys

Integrated, accessible public transport and stronger active-travel connections.

Going Electric

Affordable, zero-emission travel through reliable EV and alternative-fuel networks.

A Connected Peninsula

Safe, resilient and sustainable transport links adapting to climate change.

By 2050

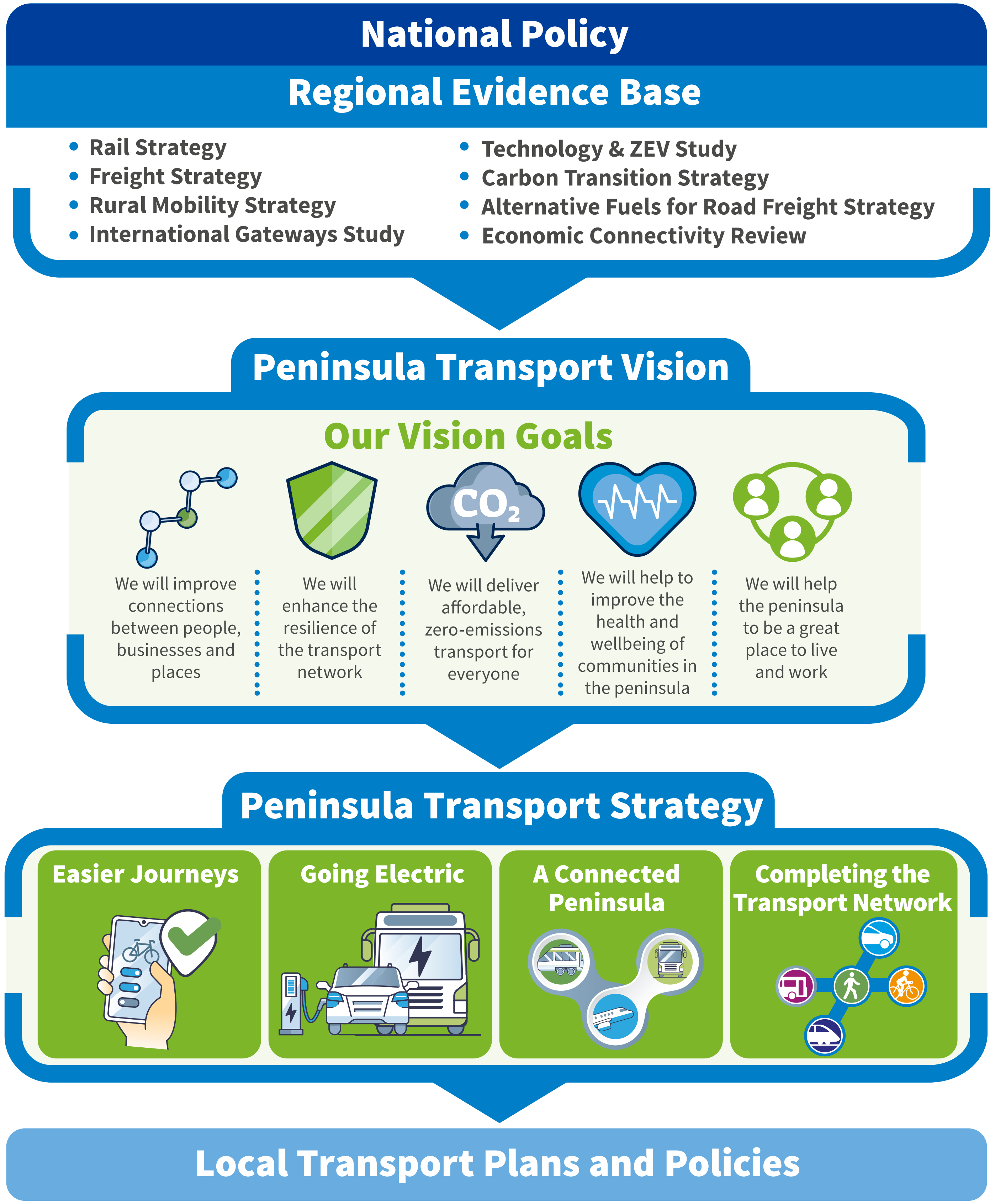
A fully integrated, net-zero transport network.

Strategic Implementation Plan

Plan:A 25-year delivery framework setting regional priorities and guiding investment.

Key Focus Areas

- Integrated ticketing and better travel information
- EV charging network roll-out
- Freight decarbonisation and logistics improvements
- Resilient, safe strategic road and rail networks
- Rural mobility and active travel aligned with net-zero goals



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Working with: