



Strategic Implementation Plan 2025-2050

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Foreword

We are delighted to present **the first Strategic Implementation Plan (SIP)** for Peninsula Transport. A vast amount of progress has been made since the Sub-national Transport Body's (STB) inception in 2018. This SIP represents the delivery plan for our Transport Strategy which was published in early 2024.

The primary function of a Sub-national Transport Body is to **publish a regional transport strategy and a plan for delivery** of agreed, regional priorities for strategic scale transport. We are proud to represent our member local authorities with a single voice and are pleased to present these regional priorities for investment in strategic transport in the south west peninsula.

We look forward to working with our partners the Department for Transport, National Highways and Network Rail to bring forward the delivery of these priorities over the next 25 years.

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Councillor Mark Coker | Chair and Cabinet Member, Plymouth City Council

Councillor Andrea Davis | Cabinet member, Devon County Council |
Chair, Peninsula Rail Task Force

Councillor Adam Billings | Cabinet member, Torbay Council

Councillor Martin Worth | Cabinet member, Cornwall Council

Councillor Richard Wilkins | Cabinet member, Somerset Council

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Introduction

Peninsula Transport is the Sub-national Transport Body (STB) for the south west peninsula. We are one of seven STBs in England. Working closely with our partners, we are responsible for setting the transport strategy for the region and communicating the agreed major transport priorities to government.

The roles of STBs are to:

- Produce a regional transport strategy
- Provide a single voice on transport investment priorities
- Provide leadership on strategic transport
- Shape national policy and strategies in partnership with key agencies
- Support local authorities with best practice and technical expertise
- Collaborate and work in partnership with other regional STBs

We work with the other STBs across the country and share data and innovative user tools to support our local authorities to ensure all partners have access to the same level of evidence. We work closely with our neighbouring STB – Western Gateway, on some topics areas such as freight and electric vehicle charging to take advantage of our geographic commonalities and when it makes sense to benefit from economies of scale.

We cover the entire transport system across the peninsula and beyond, from rail to roads and from inter-city freight to rural transport. 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 such as train operating companies, ports and airports. This plan sets out the strategic transport priorities for the peninsula region across all modes of transport.

Purpose of the Strategic Implementation Plan (SIP) and the role of Peninsula Transport

In summary, the SIP is:

- An Implementation plan document for the Peninsula Transport Strategy, which;
- Clearly sets out the strategic priorities for the region, and is;
- A strategic document providing advice to ministers for investment.

The SIP is not:

- A long ‘wish list’ of historic aspirations and emerging schemes, or;
- A compendium of each local authorities’ major Local Transport Plan (LTP) schemes.

The SIP needs to be able to be used to respond to questions relating to transport investment prioritisation.

Peninsula Transport is not a funding or delivery body. Initiatives or schemes set out in this SIP are normally developed and delivered by a national agency such as Network Rail or National Highways or other stakeholders and partnerships. Typically, for strategic scale transport projects, the funding is provided by central government, not STBs.

The seven Sub-national Transport Bodies in England



In 2021, Peninsula Transport published its Vision:



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

To realise the vision, we published five **Vision Goals**:

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

These goals cover a range of economic, environmental and social improvements that aim to improve the quality of life in the Peninsula.

The Peninsula Transport Strategy states that the SIP will:

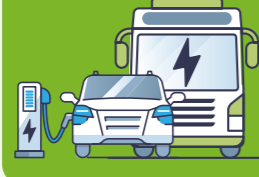
- Direct how strategic transport investment is allocated
- Support our partners and ensure investment is channelled effectively to preserve and maintain the safety, reliability and resilience of our existing transport networks
- Provide support for strategic rail and road schemes in the region
- Set out our support for local authorities' sustainable transport and Net Zero goals
- Highlight the full extent of resilience works required on the rail network
- Feed into the work of National Highways and the Department for Transport through their third Roads Investment Strategy process
- Monitor local highways authority road maintenance requirements

Peninsula Transport Strategy

Easier Journeys



Going Electric



A Connected Peninsula



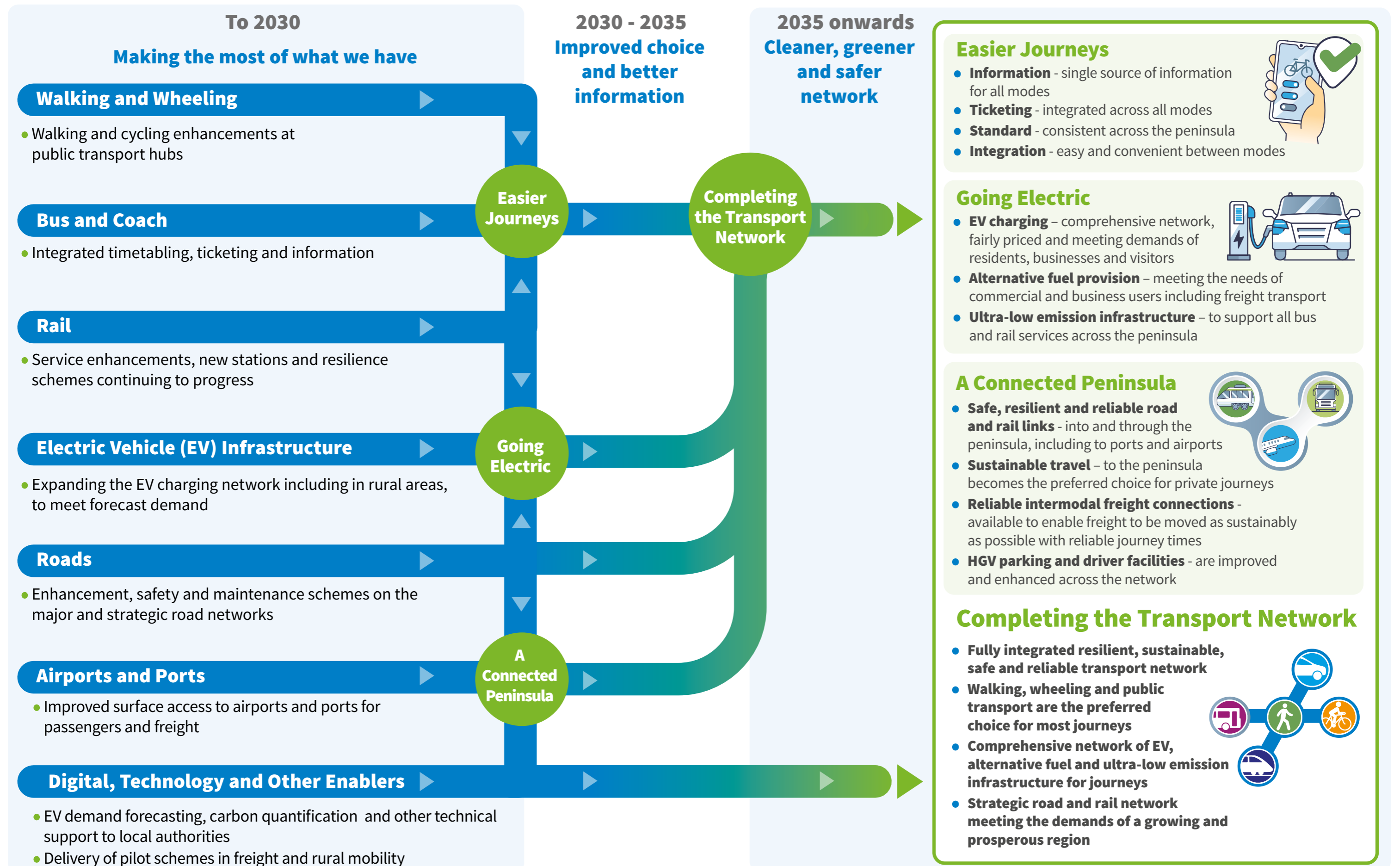
Completing the Transport Network



The four outcomes are achieved by various approaches as set out overleaf. From better information, integrated ticketing, widespread and reliable EV charging infrastructure, greater freight connectivity, ultra-low emission infrastructure and vehicles, safer and more resilient roads to walking and wheeling connectivity at public transport hubs; Peninsula Transport is working to with our partners to work towards delivering these outcomes.

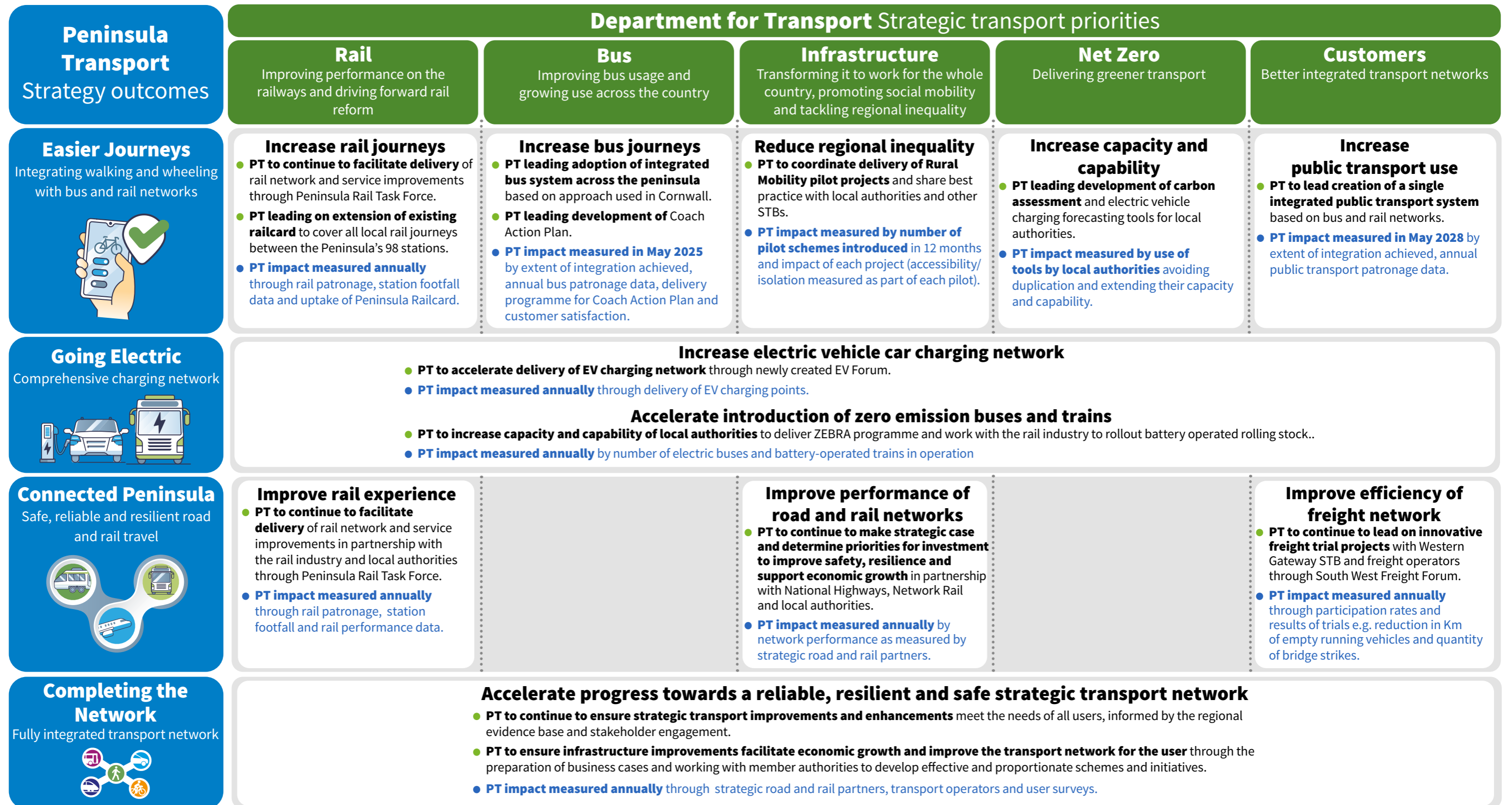


A Strategy for the User



National and Regional Policy

Our strategy is in line with the government's five priorities and pursuing our strategy objectives will help deliver the government's missions. Working closely with our partners, we are responsible for setting the transport strategy for the region and communicating the agreed major transport priorities to government.



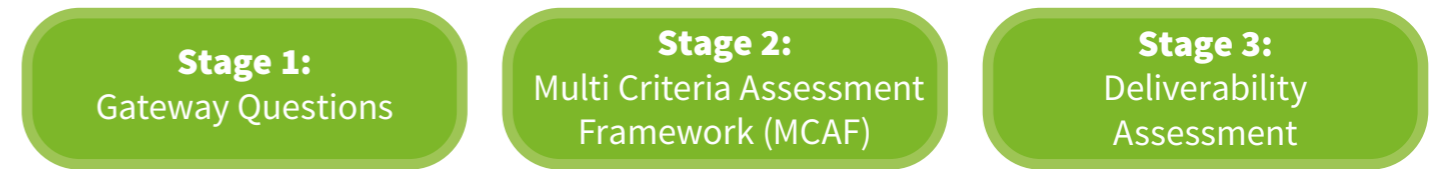
Hierarchy of policy



Methodology

The Peninsula Transport SIP is underpinned by a '3 stage process' of assessment.

The three stages are:



Stage 1: Gateway Questions

To ensure each proposed scheme is strategic in scale and impact and would not be better included within a respective local authority's Local Transport Plan (LTP), six 'gateway questions' have been used to assess if a proposed scheme is strategic in scale and is appropriate for the SIP.

The Questions are:

Does the proposed scheme...

1. ...have strategic, regional impact beyond a typical LTP scheme?
2. ...require cross-boundary/regional/multi agency co-operation and/or delivery?
3. ...improve access to regionally or nationally significant destinations or international gateways?
4. ...overcomes a strategic issue that unlocks regional economic growth benefits or significantly increases resilience of existing networks?
5. ...facilitates improved strategic travel links between the peninsula and the rest of the country?
6. ...facilitates improved efficiency and sustainable movement of strategic freight in and out of the peninsula? If the answer to two or more of these questions is 'yes', they are considered to be strategic and a good fit for inclusion in the SIP.

Stage 2: Multi Criteria Assessment Framework

Stage 2 assessed a scheme's impact in addressing the STB's four Transport Strategy outcomes and the five agreed STB Vision Goals. Each proposed scheme that has passed the Stage 1 Gateway Questions has been assessed against each of the nine indicators (outcomes and vision goals). Each scheme or initiative was attributed a score out of 5 and thus an overall score out of 45.



Vision goals

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

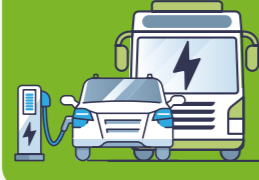
Strategy outcomes

Peninsula Transport Strategy

Easier Journeys



Going Electric



A Connected Peninsula



Completing the Transport Network



Easier Journeys – Integrating Active Travel with the bus and rail network to make public transport journeys easier



Going Electric – Affordable zero emission transport through a reliable charging network and alt fuel choices for road freight and buses



A Connected Peninsula – Safe, reliable and sustainable links to and through the Peninsula.



Completing the Network – Improving connections within a safe and fully integrated transport network to path to net zero.

Stage 3: Deliverability Assessment

To ensure the SIP schemes are credible and there are links to the DfT's Transport Appraisal Guidance (TAG), a third stage of assessment was undertaken to ensure that proposed investments will provide value for money and are deliverable. This ensures consideration of the Green Book 'Five Case Model' for business cases is factored into the process.

Schemes or projects that pass Stage 1 and score highly in stage 2 were assessed against five Deliverability criteria and scored out of 5.

The five criteria are:

1. Cost
2. Value for Money
3. Affordability
4. Acceptability
5. Stage/Timescale

The assessment generated stage 2 and stage 3 scores for all schemes and a combined score that shows how well the scheme contributes to achieving the four strategy outcomes and five vision goals and a high-level assessment of deliverability.



Assumptions

The assessment of deliverability is dependent on the information available to the STB team at the time and are qualitative. Inevitably there is inconsistency between the levels of accurate, verifiable information available for different schemes and initiatives. Consequently, the assessment is intentionally high level but is considered proportionate for this exercise at this stage in the business case development process.

Detailed analysis utilising the Department for Transport's Transport Appraisal Guidance (TAG) of schemes costs and benefits and thus Value for Money categories has not been undertaken (unless already available) and would be disproportionate to the strategic aims of this document. Many schemes are at an early stage of development and thus present a degree of uncertainty and risk. The assessment process assumes cost estimates provided by scheme promoters are of the right order of magnitude but may be subject to change and any future business case arising from scheme development will be expected to be carried out. Scheme prioritisation has been undertaken based on the best available information at this time and may also be subject to change should more detailed information be made available at a later in the future.

The scores in the stage 2 and 3 do not determine rigid, final ranking of the region's schemes. This three-stage framework is aimed at ensuring schemes are strategic in nature, a good strategic fit, contribute to delivering the strategy, are deliverable, affordable, credible and acceptable. Many schemes achieve similar scores and relate to different modes of transport. Some are region wide and represent generic programmes and cannot be effectively compared to a traditional infrastructure scheme. In some cases, there is an identified strategic problem or challenge that does not yet present a developed intervention or solution. Where it is too early in the scheme development process to score a scheme due to lack of information, key strategic challenges have been grouped separately.

The assessment of the fifth Deliverability criterion 'Stage/Timescale' informs the sequencing of the priorities into programme categories.

The purpose of the SIP is not to have a long list of ranked schemes as it is impossible to compare strategic transport schemes that use different modes to achieve different objectives. It is the case that many schemes that go through the 3-stage process generate very similar scores and thus it would be unhelpful to have a strict ranking system.

The SIP is also intended to act as a 'live document' that can be regularly reviewed and updated, and used to respond to specific calls for schemes, such as the DfT's invitation to STBs to submit bids for Major Road Network (MRN) scheme funding in 2018. The STB will be able to use the SIP to respond to specific requests for thematic investment funds. E.g. rail resilience investment funds or electric vehicle/zero emission public transport funding opportunities or other such ring-fenced specific funds. The scheme lists may also be amended based on changes in available information on e.g. scheme costs, change in strategic case for change, future national policy changes or other change that impacts the case for a scheme.





Delivery Plan

The schemes have been grouped according to their relative strategic impact on the region, as well as their potential delivery programme.

Schemes (all tiers)

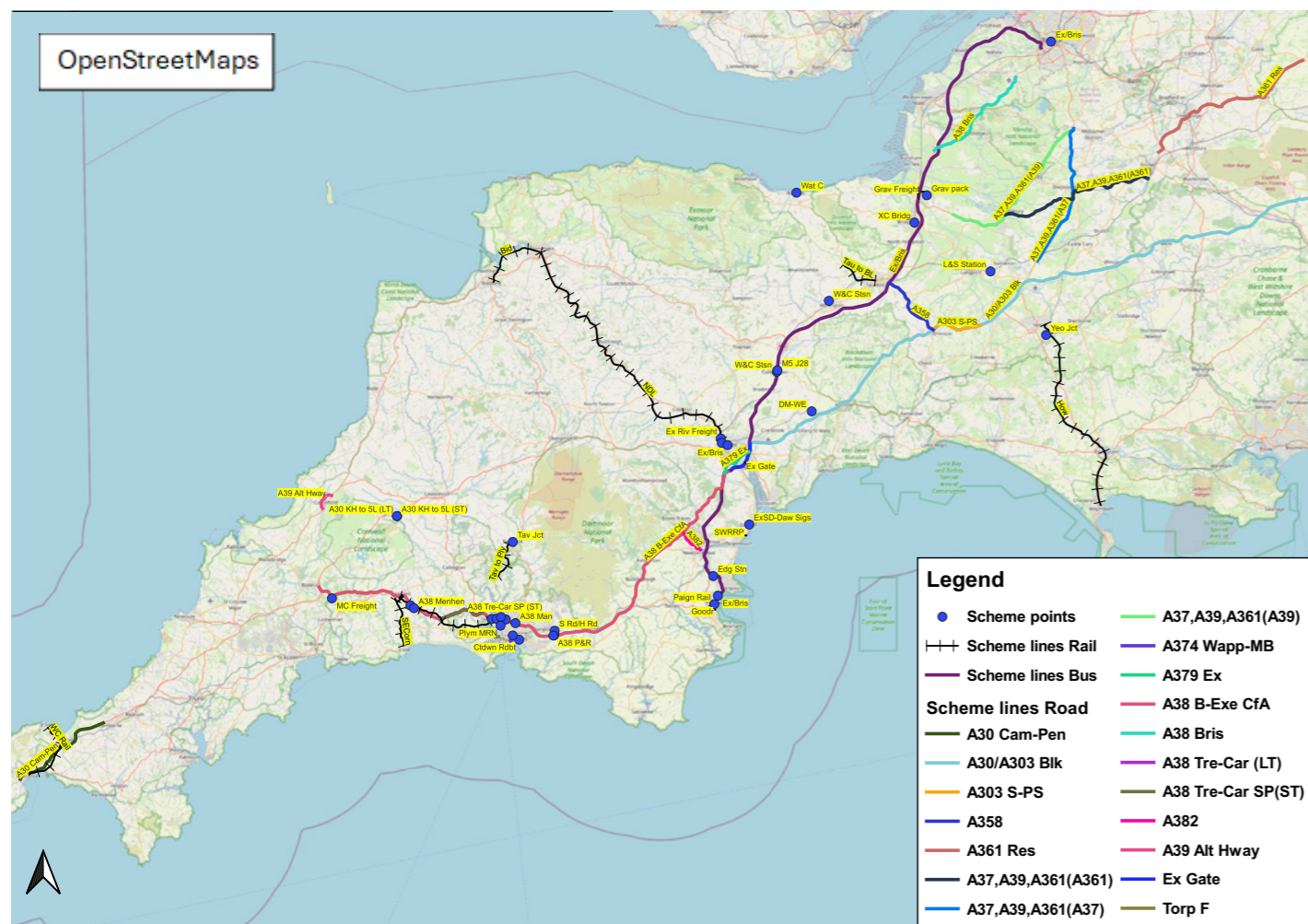


Table 1 sets out schemes that are 'Tier One - High Priority'. These are region-wide, cross boundary and multi stakeholder initiatives likely to be transformational to some or all of the region in transport terms. Some region wide projects cannot be promoted by a single local authority and require multi agency momentum and partnerships to come to fruition. Peninsula Transport is bringing together to accelerate delivery of initiatives that benefit the entire region.

During the development of this SIP the Roads Investment Strategy 3 was still being progressed with Government. Therefore, no National Highways schemes are currently committed, and information on budget and programme is not available. As this cost and programme information becomes available, subject to future funding decisions, it will be considered in the SIP.

Table 1 - Region Wide

These are strategic, benefit the wider peninsula, perform well against the five vision goals, four strategy outcomes and are credible, deliverable schemes.

| Tier One - Region wide | | | | | | |
|--|-------------------|---|------|--|-----------------|---------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| Rail Network Decarbonisation | Diesel RS | TOC / Network Rail | Rail | Replacement of current SW rolling stock offering more reliable and decarbonised rail and infrastructure to support phase out of all diesel trains in the peninsula. Potential hybrid solution of battery electric trains, both new/repowered trains and static infrastructure (overhead sections). | £50m+ | 5 to 10 years |
| Peninsula Rail Card | PRC | TOC | Rail | Extend Devon and Cornwall Railcard to cover whole peninsula region | Up to £1m | Up to 2 years |
| North Devon Line | NDL Speed | Network Rail | Rail | Signal and route upgrades to enable reduction in journey times from Exeter Central to Barnstaple from 66 mins to 59 mins. Additional 1tph Barnstaple - Exeter service. | £50m+ | 2 to 5 years |
| South West Rail Resilience Programme Phase 5 | SWRRP | Network Rail | Rail | Completion of final phase of SWRRP between Teignmouth and Dawlish and wider resilience works. | £50m+ | 2 to 5 years |
| Devon Metro - West of England Line | DM-WoEL | Network Rail | Rail | Additional infrastructure to provide 2tph between Exeter and Axminster. Improving resilience and capacity. | £50m+ | 2 to 5 years |
| Better Buses for Peninsula | BBT | Peninsula Transport | Bus | Roll out of interoperable ticketing, consistent information and timetabling, and peninsula-wide bus improvements | £20m -£50m | 2 to 5 years |
| Plymouth Metro | Plym M | Cornwall Council / Plymouth City Council / Network Rail | Rail | Package of improvements to facilitate metro levels of rail service for Plymouth and SE Cornwall Travel to Work area. Schemes combining include: SE Cornwall passenger improvements, signalling upgrade at Liskeard, Saltash Station platform improvements, signalling upgrade on Tamar Valley Line to enable one train per hour between Plymouth and Bere Alston, turnback facility east of Ivybridge, Plympton Station, Plymouth Station enhancements | £50m+ | 2 to 5 years |
| West Cornwall Rail Connectivity Upgrade | West Corn Rail | Cornwall Council/ Network Rail | Rail | St Ives line capacity improvements, passing loop, extension to the St Erth P&R and through services between Penzance and St Ives). | £10-20m | 2 to 5 years |

Key:

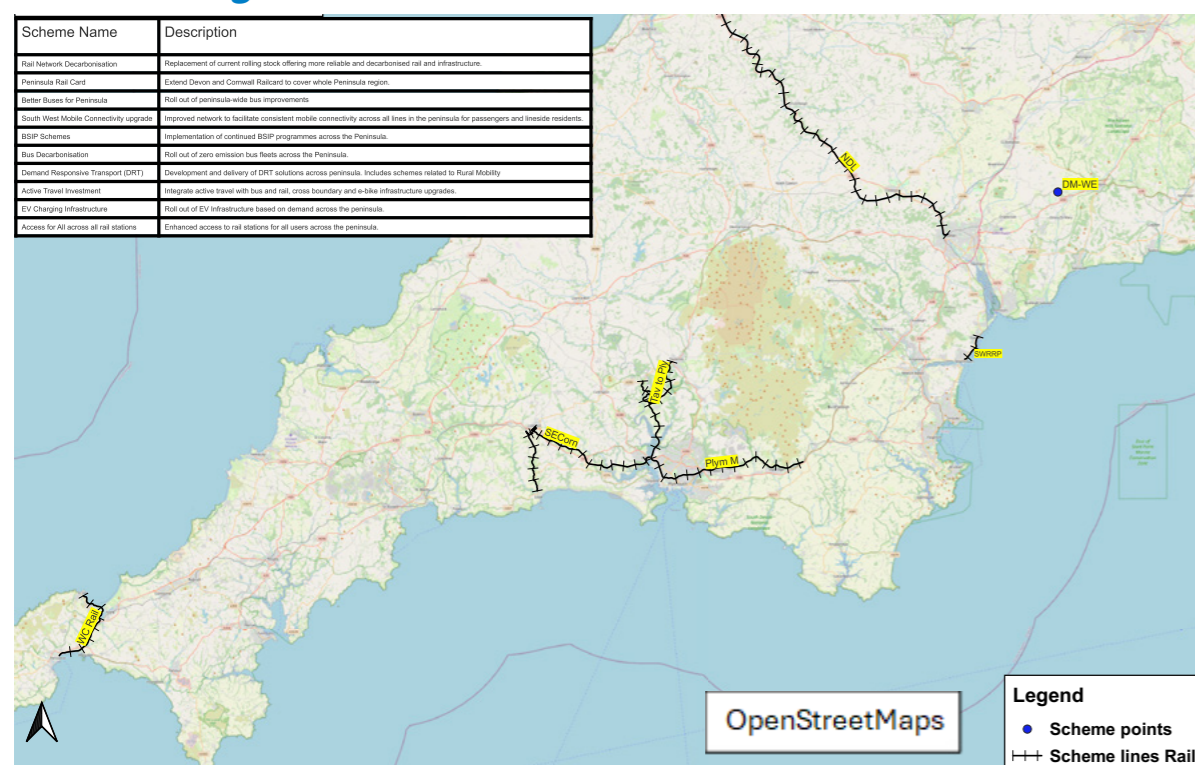
Blue/White: scheme or intervention has undertaken some development work that has enabled it to be assessed.

Green: scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

Tier One - Region wide

| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
|---|-------------------|----------------------|---------------|--|-----------------|---------------|
| Devon Metro - Tavistock to Plymouth | Tav to Ply | Network Rail | Rail | Reopening of the Tavistock - Plymouth line -extension of Tamar Valley Line from Bere Alston. | £50m+ | 5 to 10 years |
| South West Mobile Connectivity | SWMC | Network Rail/TOC | Rail | Network operators equipment via FTN/GSMR or other network to facilitate consistent 3G/4G/5G mobile connectivity across all lines in the peninsula for passengers and lineside residents. | £10-20m | 2 to 5 years |
| BSIP Schemes | BSIPs | LTA's | Bus | Implementation of continued BSIP programmes across the Peninsula | £10-20m | 2 to 5 years |
| Bus Decarbonisation | Bus Dec | LTA's | Bus | Roll out of zero emission bus fleets across the Peninsula, Revenue and capital. | £10-20m | 2 to 5 years |
| Demand Responsive Transport (DDRT) | DDRT | LTA's | Bus | Development and delivery of DRT solutions across peninsula. Includes schemes related to Rural Mobility | £5-10m | 2 to 5 years |
| Active travel Investment | Act Tr | LTA's | Active Travel | Integrate active travel with bus and rail, cross boundary and e-bike infrastructure upgrades. | £10-20m | 2 to 5 years |
| Station access enhancements across all rail stations | AfA All | Network Rail/TOC | Rail | Enhanced access to rail stations for all users across the peninsula | £10-20m | 2 to 5 years |

Tier One - Region Wide Schemes



Short term priorities

Alongside the high priority, wide impact 'Tier One' schemes, the SIP has identified a second tier of schemes. These schemes were assessed as strategic in nature and merit inclusion in the regional SIP, however, are not necessarily cross boundary or multi stakeholder driven. They are strategic for the respective promoters or relevant stakeholders and are critical to growth of the region, however they may not span two or more LTAs or relate to strategic connectivity in or out of the peninsula. These Tier two schemes have been broken down based on their level of programme development and potential for delivery. Table 2 below identifies schemes that are sufficiently advanced that they could commence construction or be delivered within approximately two years.

Table 2 - Short term strategic schemes

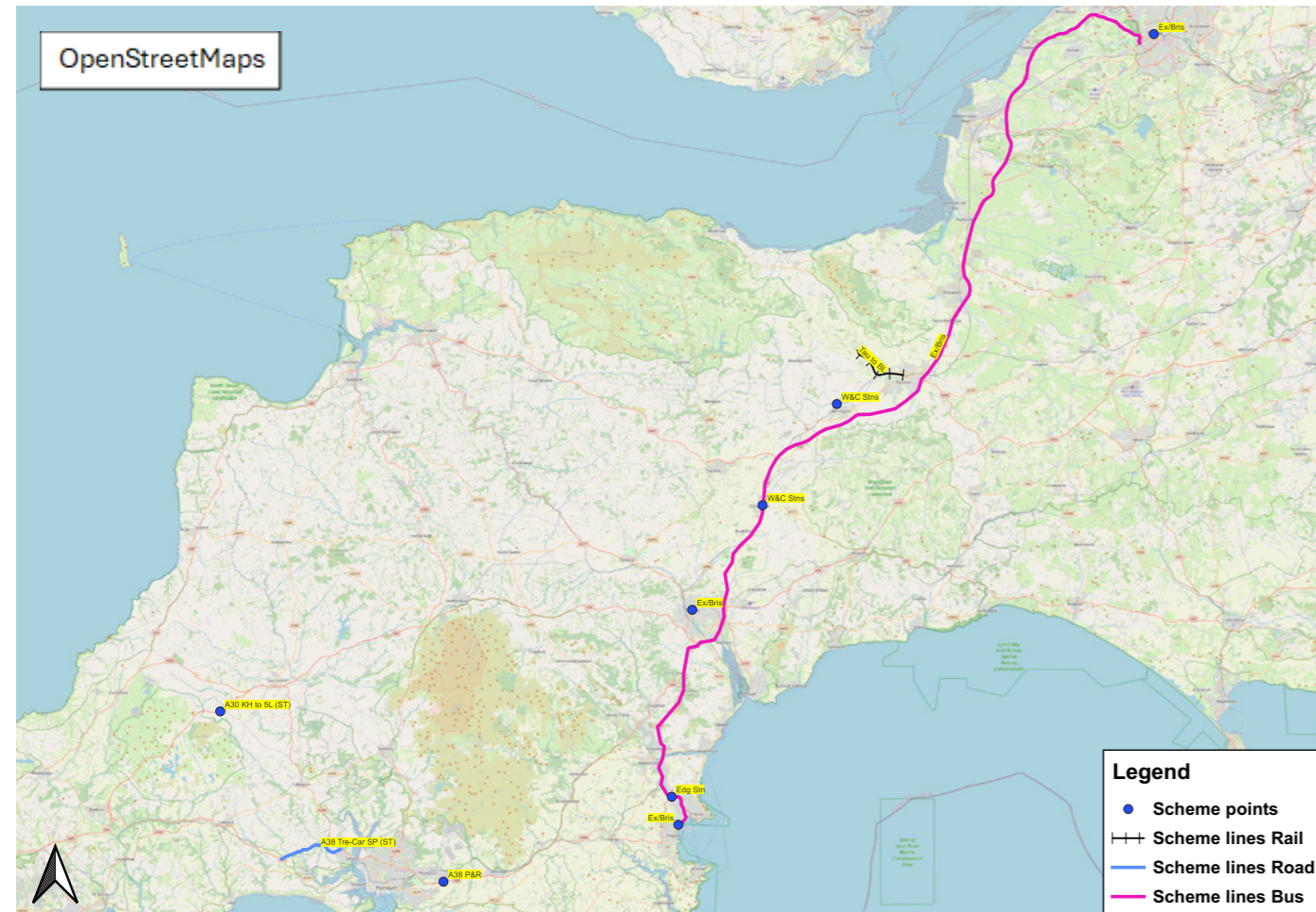
| Tier Two - Strategic schemes (Short term) | | | | | | |
|---|---------------------|--|-------|---|-----------------|---------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| Reopen Wellington and Cullompton Stations | W&C Stations | Network Rail | Rail | Two new stations at Wellington and Cullompton on Bristol to Exeter line. | £20m-£50m | Up to 2 years |
| Edginswell Station | Edgins | Torbay Council | Rail | New station at Edginswell to serve Torbay Hospital and local growth areas. | £10-£20m | Up to 2 years |
| Taunton to Bishops Lydeard | Tau to BL | Somerset Council | Rail | Reopening of line to Bishops Lydeard. | £1m-£5m | Up to 2 years |
| A38 Deep Lane Park and Ride | A38 P&R | Devon County Council and Plymouth City Council | Multi | Park and ride to Plymouth from Deep Lane and Sherford new community. | £5m-£10m | Up to 2 years |
| A30 Kennards House- 5 Lanes (Plusha) | A30 KH to 5L (ST) | National Highways | SRN | Partial gap closure and safety measures to reduce collision risk. | TBC | TBC |
| A38 Trerulefoot to Carkeel Safety Measures | A38 Tre-Car SP (ST) | National Highways | SRN | Deployment of Average speed and spot cameras and enforcement in partnership with Cornwall Council and Devon and Cornwall Police, to improve safety. | TBC | TBC |
| Coach links to Exeter and Bristol | Exe Bris Coach | Torbay Council | Bus | Improved Coach service provision from Torbay to Exeter and Bristol. | £5-£10m | Up to 2 years |

Key:

Blue/White: scheme or intervention has undertaken some development work that has enabled it to be assessed.

Green: scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

Tier Two Schemes - Short term



Medium term priorities

The following schemes are considered strategic in nature and merit inclusion in the region SIP, but are not however cross boundary or multi-stakeholder driven. They are strategic for the respective promoters or relevant stakeholders and are critical to growth of the region, however they may not span two or more LTAs or relate to strategic connectivity in or out of the peninsula. These are schemes which could potentially commence construction or be delivered within approximately two to five years.

Table 3 – Medium Term Strategic Schemes

| Tier Two - Strategic schemes (Medium term) | | | | | | |
|--|-------------------|----------------------|------|--|-----------------|--------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| Yeovil Junction | Yeovil Jct | Network Rail | Rail | Extension of double track section at Yeovil Junction towards Crewkerne by approx. 1.6km. 1 tph diversionary capability when combined with additional infrastructure at Whimple/ Cranbrook. | £50m+ | 2 to 5 years |
| Gravity freight facility | Grav Freight | Network Rail | Rail | Potential rail freight facility at Gravity site nr Bridgwater. Includes new junction and line up to a delineation point. | £50m+ | 2 to 5 years |

| Tier Two - Strategic schemes (Medium term) | | | | | | |
|---|----------------------|--|-------------|---|-----------------|--------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| Additional long distance calls at Bridgwater | LD Bridg | TOC | Rail | Nine daily Manchester-Exeter services to call at Bridgwater | <£1m | 2 to 5 years |
| Exeter St Davids - Dawlish signaling headways | ExSD-Daw Sigs | Network Rail | Rail | Reduce headways from 4 to 3 mins | £10m-20m | 5-10 years |
| Strategic Rail Freight terminal - Mid Cornwall | R Freight M Cornwall | Network Rail | Freight | Potential rail freight site at Mid Cornwall. N.B. Scheme in early stage of development. | £5m-£10m | 2 to 5 years |
| Strategic Rail Freight Interchange at Exeter Riverside Yard | Exe Rivers | Network Rail | Freight | Potential new rail freight site at Exeter Riverside. | £5m-£10m | 2 to 5 years |
| West of Plymouth P&R | WP P&R | Plymouth City Council | Bus | Park and Ride service for travellers from Cornwall and northwest. | £5m-£10m | 2 to 5 years |
| Tamar Bridge Capacity Management Options | Tamar Br | Tamar Bridge Joint Committee | Roads | Improvements to enable free flow tolling and long term maintenance plan for the crossing. N.B. Scheme in early stage of development. | £5m-£10m | 2 to 5 years |
| A358 Improvements package | A358 | Somerset Council | Roads | Safety, capacity and active travel improvements package between Taunton and Southfields. N.B Early stage of scheme development. | £20m-£50m | 2 to 5 years |
| Torpoint Ferries capacity improvements | Torp Ferries | Tamar Bridge Joint Comm | Local roads | Highway improvements to improve access to Torpoint ferry. | £1m-£5m | 5-10 years |
| A38 Deep Lane Junction and Public transport | Deep Lane Jun | Devon County Council and Plymouth City Council | Roads | Junction improvements and public transport enhancements to facilitate growth of Sherford new community | £1m-£5m | 2 to 5 years |
| A37, A361 A39 Connectivity and safety package | A37, A39, A361 | Somerset Council | Roads | Safety and resilience measures to improve wider connectivity and remove pinch points (Early stage of scheme development) | £20m-£50m | 2 to 5 years |
| Paignton branch capacity improvements | Paignton | Network Rail | Rail | Additional through platform and footbridge at Newton Abbot, doubling of short single line at Newton Abbot Junction and replacement of crossover at Paignton | £5m-£10m | 2 to 5 years |

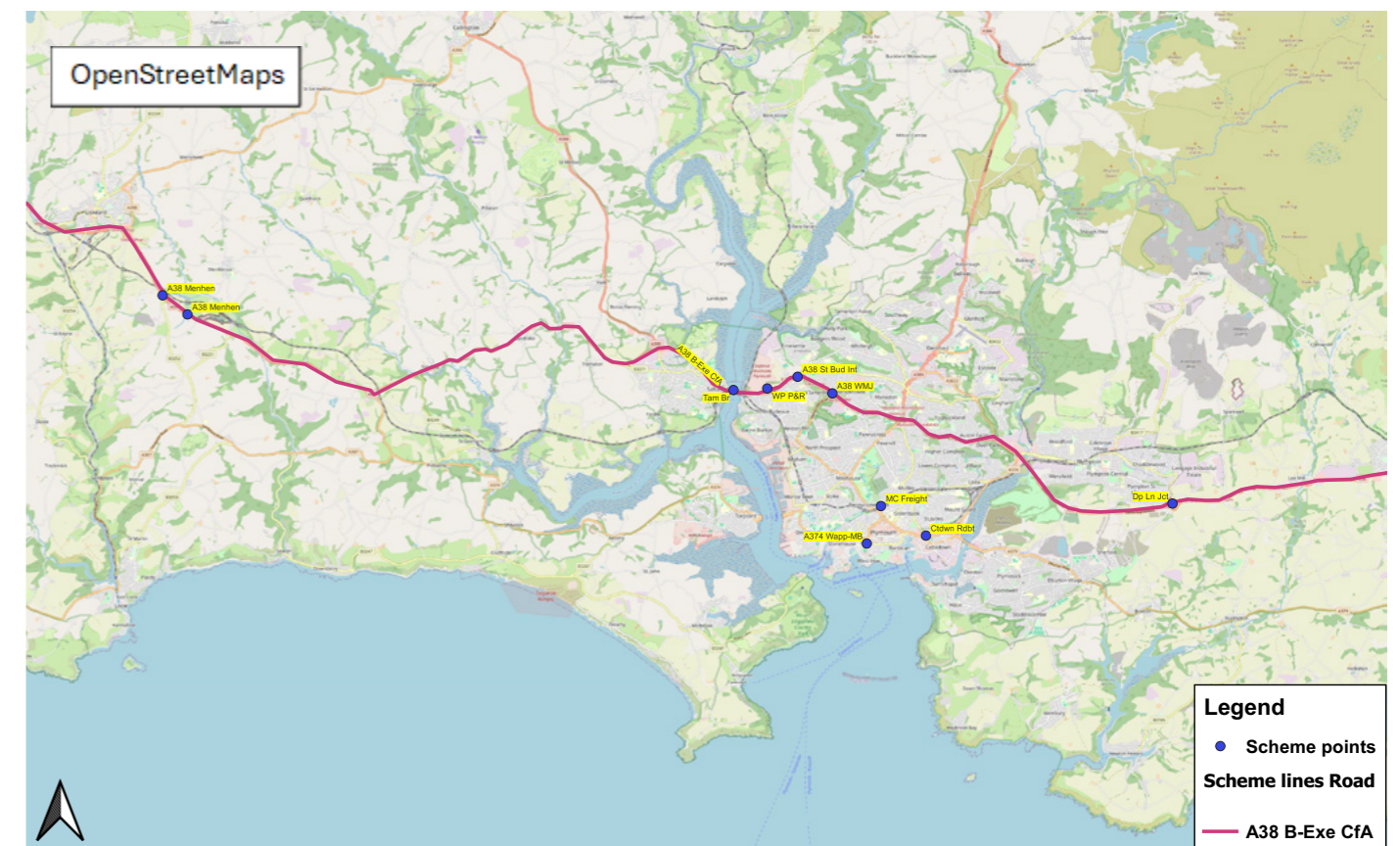
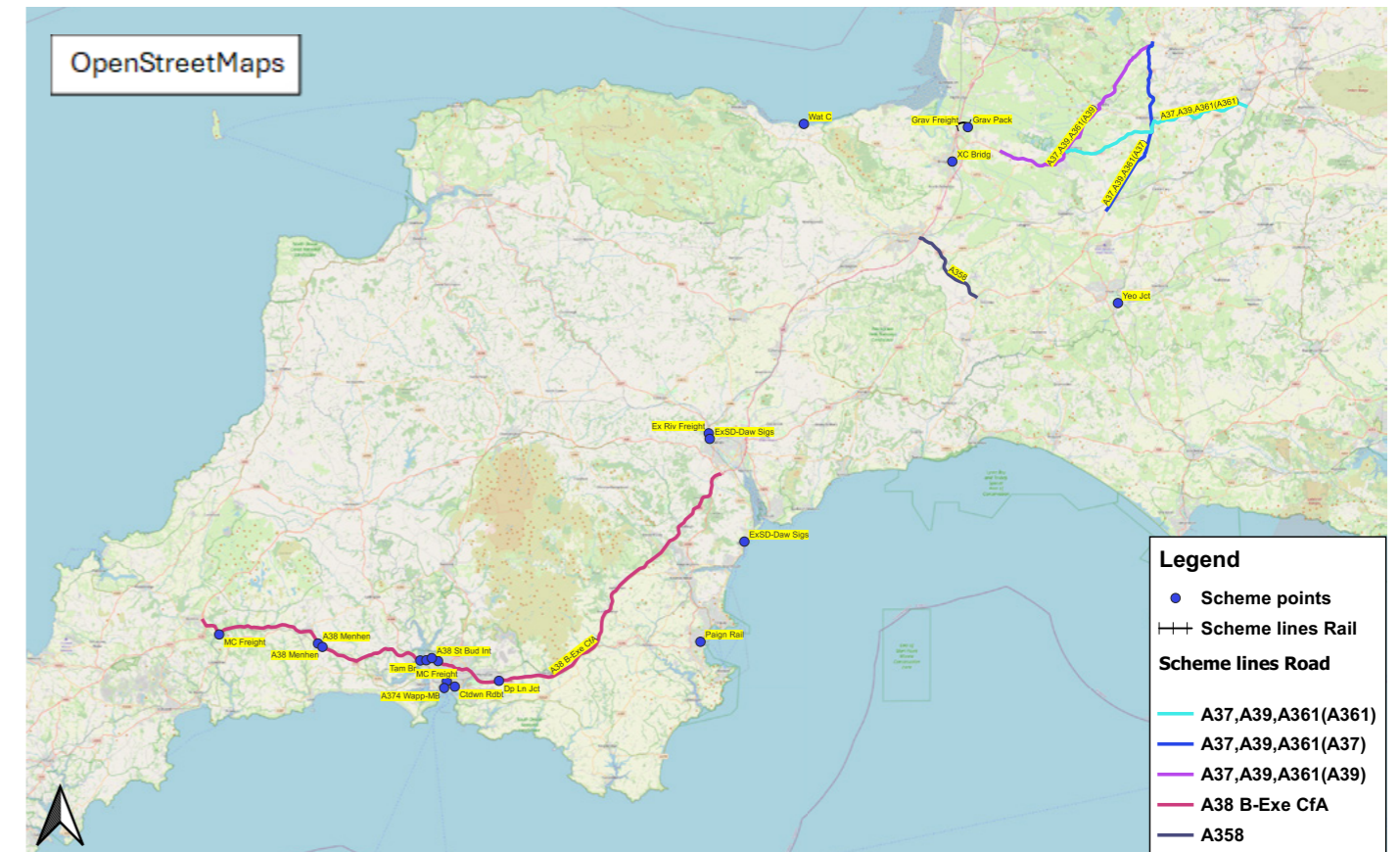
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Tier Two - Strategic schemes (Medium term)

| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
|---|----------------------|-----------------------|-------------|--|-----------------|--------------|
| A38 St Budeaux Interchange | A38 St Bud Int | Plymouth City Council | Roads | Capacity improvements to reduce congestion and delays on the SRN within Plymouth and improve safety by reducing queuing on the A38. | £10m-20m | 2 to 5 years |
| Transport Strategy and multi modal package for Gravity Site, Somerset | Gravity package | Somerset Council | Multi | Development of multi modal access package and transport strategy to facilitate access to the new battery factory at Gravity site, Somerset. | £50m+ | 2 to 5 years |
| A30 Kennards House to Fivelanes (Plusha) | A30 KH to 5L | Cornwall Council | SRN | Long term resolution of safety risks. Junction improvements to rationalise central reserve crossings and reduce safety risk. | TBC | TBC |
| A38 Weston Mill Junction | A38 WMJ | Plymouth City Council | MRN | Improvements at A38 Weston Mill/ A3064 junction to improve capacity | £20m-£50m | 2 to 5 years |
| A38 Case for Action - Bodmin to Exeter | A38 B-Exe CfA | Plymouth City Council | Roads | Review of previous scheme/option development. Strategic Road and Major Network (SRN & MRN) improvements to improve journey reliability and safety record on corridor. N.B. Strategic study required. Early stage of scheme development. | £50m+ | 2 to 5 years |
| Cattedown Roundabout | Cattedown | Plymouth City Council | MRN | Improvements to reduce congestion and delays at this junction, improving the capacity of route to Millbay Port. Scheme also provides bus priority and active travel improvements. | £10m-20m | 2 to 5 years |
| A38 Trerulefoot to Carkeel Safety Package | A38 Trer-Car SP (LT) | National Highways | SRN | Long term package of interventions to improve conditions for all road users -safety, congestion, air quality concerns in local villages. | TBC | TBC |
| A38 Liskeard to Trerulefoot | A38 Lisk - Trer | National Highways | SRN | Long term resolution of safety risks. junction improvements to rationalise crossings and reduce safety risk. | TBC | TBC |
| A374 Western Approach to Millbay | A374 Wapp-MB | Plymouth City Council | Local roads | Highway capacity and freight improvements to enhance port access | £20m-£50m | 2 to 5 years |
| Watchet Coastal Erosion Package | Watchet Coast | Somerset Council | Roads | Coastal and highways measures, cliff wall stabilisation and B3191 diversion | £20m-£50m | 2 to 5 years |

Tier Two Schemes - Medium term



Key:
Blue/White: scheme or intervention has undertaken some development work that has enabled it to be assessed.

Green: scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

Long term priorities

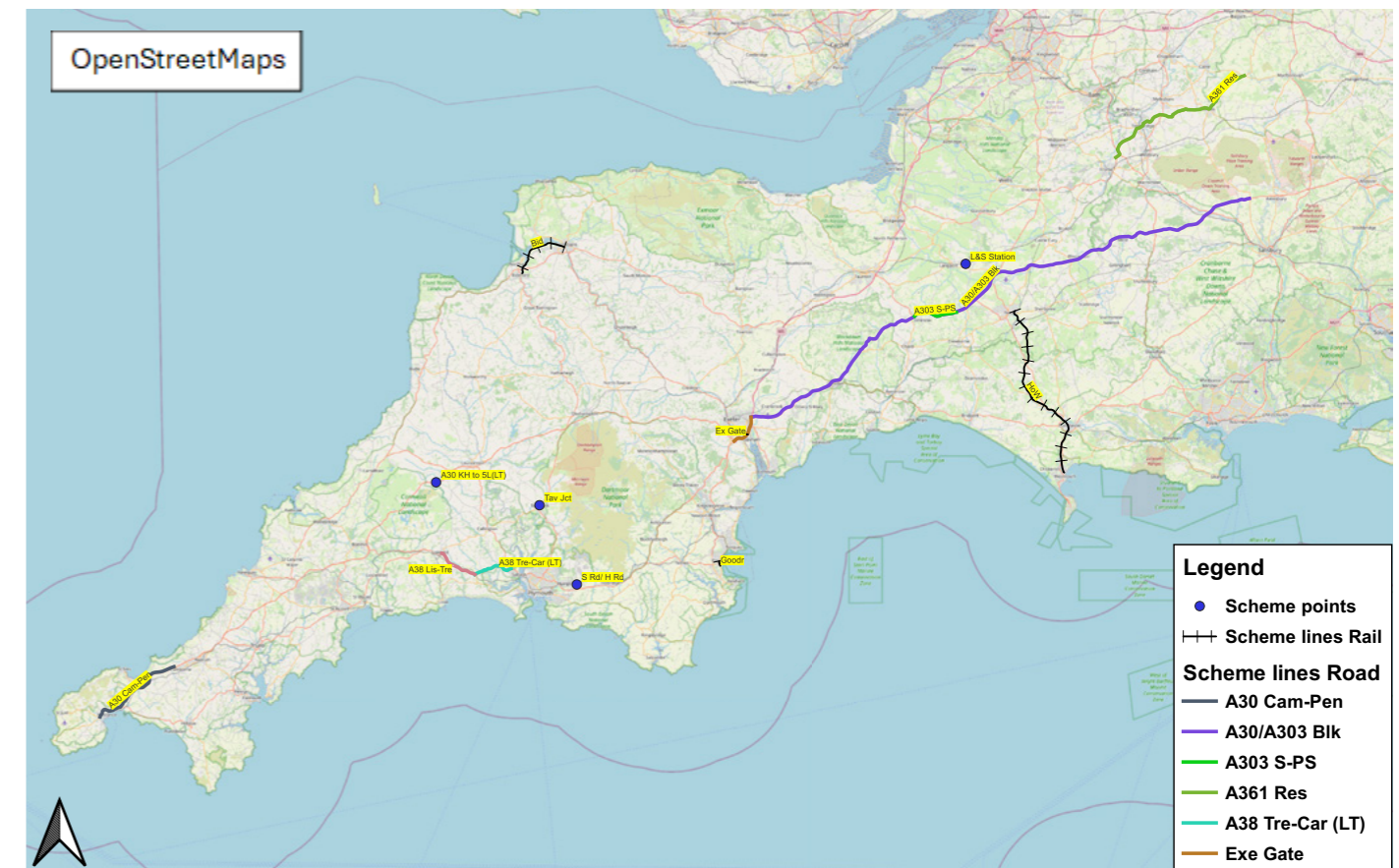
The following schemes are assessed as strategic in nature and merit inclusion in the region SIP, and as above are not however cross boundary or multi-stakeholder driven. They are strategic for the respective promoters or relevant stakeholders and are critical to growth of the region however they may not span two or more LTAs or relate to strategic connectivity in or out of the peninsula. These are schemes which could potentially commence construction within approximately five to ten years.

Table 4 – Long Term Strategic Schemes

| Tier Two - Strategic schemes (Long term) | | | | | | |
|--|--------------------|---|-------|--|-----------------|------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| New Station at Langport and Somerton on Castle Cary - Taunton Line | L&S Station | Somerset Council | Rail | New rail station serving Langport & Somerton between Taunton and Castle Cary | £20m-£50m | 5-10 years |
| Heart of Wessex Line Improvement | HoW | Network Rail | Rail | Additional Passing Loop between Castle Cary and Yeovil Pen Mill. Enables additional services - Yeovil to Weymouth and diversional route. | £20m-£50m | 5-10 years |
| Goodrington Extension and proposed new station and park and ride | Goodr | Network Rail | Rail | - Extend track ownership from Paignton to Goodrington - Construct new single platform adjacent to Torbay Council land - Create new park and ride | £10m-20m | 5-10 years |
| Bideford to Barnstaple rail extension | Bid | Network Rail | Rail | Relaying 8km of track from Barnstaple to Bideford to extend existing services | £50m+ | 5-10 years |
| Tavistock Junction (Yard) | Tav Jct | Network Rail | Rail | Potential Rail freight interchange close to Marsh Mills in Plymouth | £5m-£10m | 5-10 years |
| A30/A303 Blackdown | A30/A303 Blackdown | Devon County Council | Roads | Enhancement to second strategic route between A358 and Exeter to address capacity and safety issues. (N.B. Early stage of scheme development.) | £50m+ | 5-10 years |
| A361 Resilience Package | A361 Res | Somerset Council | Roads | Flood and safety resilience package. (N.B. Early stage of scheme development.) | £20m-£50m | 5-10 years |
| A30 Camborne to Penzance | A30 Cam - Pen | Cornwall Council/ National Highways | Road | Safety, capacity and resilience package. (N.B. Early stage of development. Not committed.) | TBC | TBC |
| J29-31 – M5 Exeter Gateway | Exe Gateway | Devon County Council/ National Highways | Multi | Aim to address capacity and congestion on strategic gateway into peninsula. Multi modal package of measures to mitigate congestion. (N.B. Early stage of development. Not committed.) | TBC | TBC |

| Tier Two - Strategic schemes (Long term) | | | | | | |
|---|--------------------|----------------------|-------------|--|-----------------|------------|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme |
| A303 South Petherton to Southfields - RIS Pipeline Scheme | A303 S-PS | National Highways | SRN | Improvements to the A303 at and between South Petherton and Southfields roundabouts, including junction improvements | TBC | TBC |
| Sandy Rd/ Holland Rd junction | Sandy/ Holland Jct | Devon County Council | Local Roads | Junction improvements north of A38 to improve access to Freeport | £1m-£5m | 5-10 years |

Tier Two Schemes - Long term



Key:

Blue/White: scheme or intervention has undertaken some development work that has enabled it to be assessed.

Green: scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

Committed Schemes

In developing our SIP for the next 10 years, we assume that committed schemes, with existing approvals and funding from government investment programmes such as Major Roads Network (MRN), Large Local Majors (LLM), RIS2 or Homes Investment Fund (HIF) will continue towards delivery subject to government decision. Some are part of existing programmes but are not confirmed as committed but await government decision on next steps. As such they appear separately from the other SIP schemes.

Similarly, we also present safety schemes separately, where an urgent need for intervention is required.

Table 5 – Schemes in development/under review by Government

These schemes remain high priority local authority schemes in the MRN / LLM programme however funding remains uncertain while they are all under review by the Department for Transport as part of the comprehensive spending review.

| Schemes in development/under review by Government | | | | | | |
|---|-------------------|-----------------------|------|---|-----------------|---|
| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme/ Stage of development |
| A39 Atlantic Highway - Camelford Improvement | A39 Atl Hway | Cornwall Council | MRN | Provision of link road to divert MRN traffic away from constrained town centre network. (In MRN Programme but not committed.) | £50m+ | 5-10 years. OBC submitted 2024. |
| M5 Junction 28 Cullompton | M5 J28 | Devon County Council | MRN | Improve junction which is at max capacity during peak periods to mitigate impacts of proposed new development - Culm Garden Village (up to 5000 new dwellings) (In MRN Programme but not committed.) | £50m+ | 5-10 years. Strategic Outline Business Case (SOBC) submitted. |
| A379 Exeter Outer Ring Road | A379 Exeter | Devon County Council | MRN | Replacement or refurbishment of bridge crossings on MRN east of Exeter, improving resilience of key SRN diversionary route. | £20m-£50m | 2 to 5 years. (A379) Outline Business Case (OBC) funded and in development. |
| Plymouth MRN | Plym MRN | Plymouth City Council | MRN | Improvements to MRN across Plymouth city to enhance capacity, improve resilience and encourage growth. In receipt of DfT co-development funding to FBC. Full funding subject to approval of FBC | £20m-£50m | 0 to 2 years. MRN - OBC approved 2024, FBC in progress. |
| A382 Corridor Improvements | A382 | Devon County Council | MRN | Improvements to MRN corridor connecting key housing and employment growth areas north of Newton Abbot | £50m+ | 2 to 5 years. Full Business Case (FBC) submitted. |

Schemes in development/under review by Government

| Scheme | Scheme Short Name | Promoter / Authority | Mode | Mode/Scheme Notes | Budget Category | Programme/ Stage of development |
|--|-------------------|--------------------------------------|------|---|-----------------|---|
| A38 Manadon Interchange | A38 Manadon | Plymouth City Council | LLM | Upgrade to interchange to reduce congestion and delays and improve safety, through targeted widening to increase capacity, improve journey times for buses and improving connectivity between growth areas and the SRN. In receipt of DfT co-development funding to FBC. Full funding subject to approval of FBC | £50m+ | 2 to 5 years. OBC approved 2024, FBC in progress. |
| A38 MRN M5 J22 to Bristol Airport | A38 Bristol | Somerset and North Somerset Councils | MRN | Improvements to MRN connecting M5 with Bristol Airport, reducing impact on local communities and improving strategic connectivity. | £20m-£50m | 2 to 5 years. A38 MRN M5 - OBC Approved Nov 24. |

Schemes in development/under review by Government



Key:
Blue/White: scheme or intervention has undertaken some development work that has enabled it to be assessed.

Green: scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

Next Steps

This is a draft for consultation. A full, public consultation will be held from 07 February 2025 until 03 March 2025.

Peninsula Transport STB would like to invite all stakeholders to comment on the draft SIP and Strategic Environmental Assessment through the online consultation platform link.

Paper copies are available upon request.

Please email info@peninsulatransport.gov.uk or write to:

Peninsula Transport c/o Plymouth City Council,

Ballard House, West Hoe Road,

Plymouth, PL1 3BJ

