Peninsula Transport

Sub-National Transport Body

Peninsula Transport Strategy

Strategic Transport Priorities to 2050

Easier Journeys

Going Electric

A Connected Peninsula

National Highways / Costain

Completing the Transport Network

A Single Voice for Regional Transport

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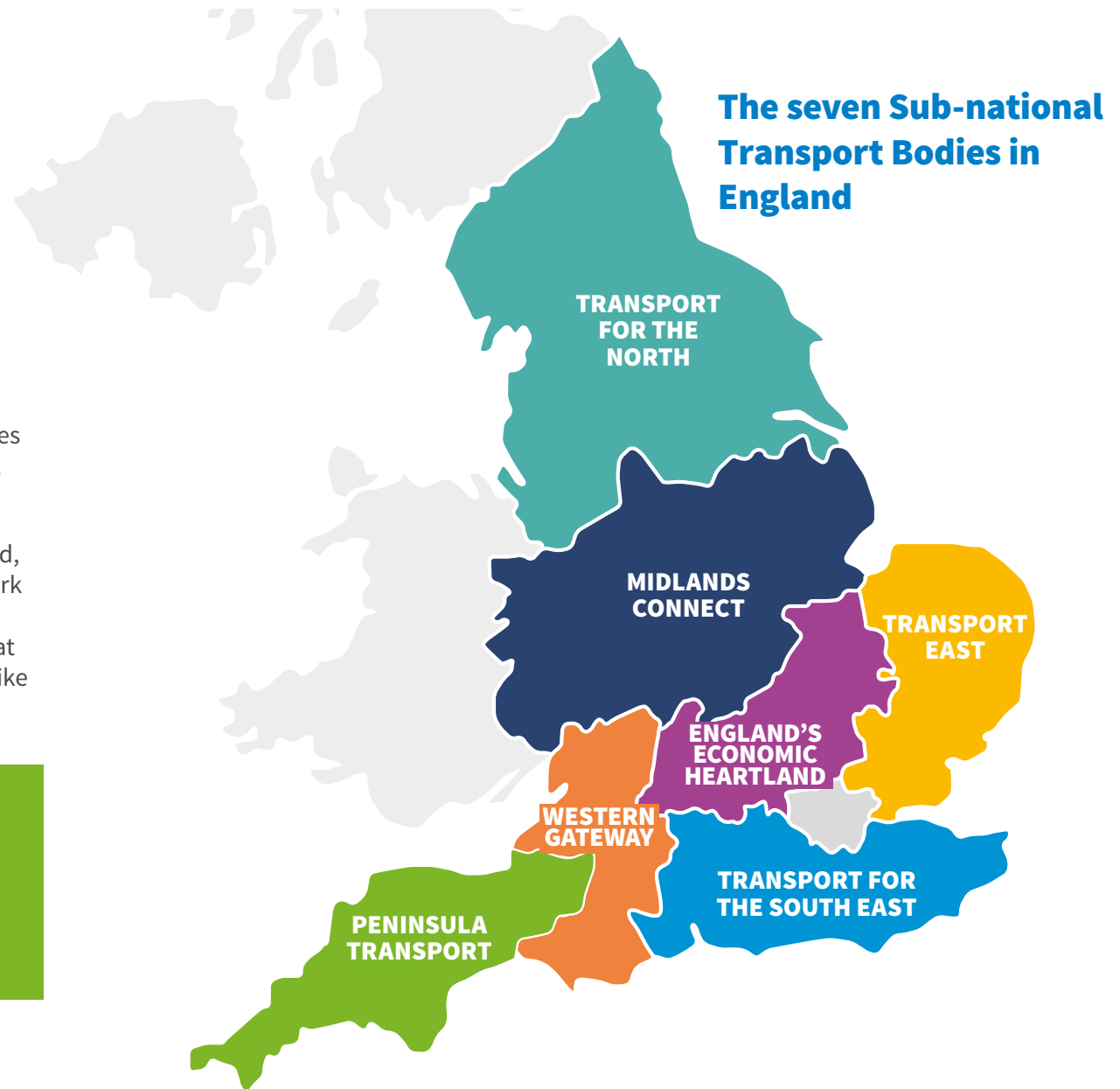
Working closely with our partners, we are responsible for setting the transport strategy for the region and communicating the agreed major transport priorities to government.

The STB's role is 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 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 like **ports and airports**.

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 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:

- Published strategies for **rail, freight, rural mobility** in the south west and produced an extensive body of research
- **Great Western mainline** – successfully made 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** – gained approval for making the case to Government to prioritise roads investment to deliver schemes in Cornwall, Devon, Plymouth and Somerset
- **Rural transport needs** – identified pilot projects for improving rural mobility in the peninsula
- **South West Freight Forum** – worked with Western Gateway STB to bring together key players in the freight sector to drive forward initiatives in freight transport in the south west
- **Mobile connectivity** – worked with Network Rail to establish the case for better mobile connectivity across the rail network in the peninsula to significantly improve the journey experience for the user

*Secretary of State for Transport at the completion of the Dawlish Sea Wall improvements*

National Policy

Regional Evidence Base

- **Rail Strategy**
- **Freight Strategy**
- **Rural Mobility Strategy**
- **International Gateways Study**
- **Technology & ZEV Study**
- **Carbon Transition Strategy**
- **Alternative Fuels for Road Freight Strategy**
- **Economic Connectivity Review**

Peninsula Transport Vision

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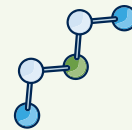
We will improve connections between people, businesses and places

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

Peninsula Transport Strategy

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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.

Key
- = Motorway Network
- = Strategic Road Network
- = Rail network
- = Major Road Network
- = Main Road Network
- = Main train station
- = Peninsula Transport
- = Western Gateway
- = Airport
- = Ports

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 Performance 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 Strategic Road Network (SRN)** - of 500km strategic network, 26% is single carriageway, much below standard with capacity and safety issues
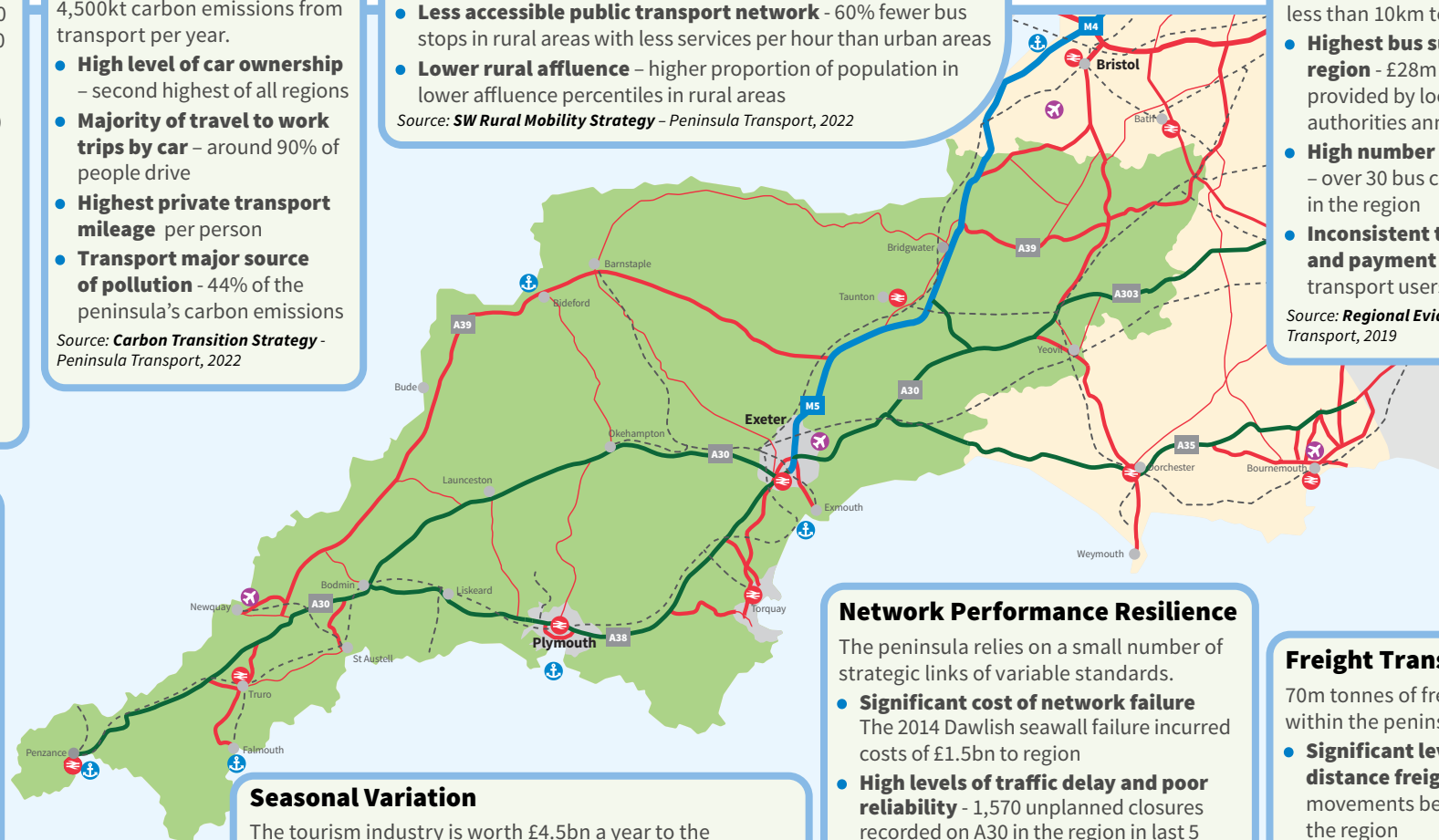
Source: **Strategic Economic Corridor Study** – Peninsula Transport, 2022

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

2030 - 2035
Improved choice and better information

2035 onwards
Cleaner, greener and safer network

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

Easier Journeys

Going Electric

A Connected Peninsula

Completing the Transport Network

Easier Journeys
- **Information** - single source of information for all modes
- **Ticketing** - integrated across all modes
- **Standard** - consistent across the peninsula
- **Integration** - 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
- **Safe, resilient 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

Implementing the Strategy

Strategic Implementation Plan

Bringing together all transport priorities across the peninsula into one plan that responds to the unique characteristics of the region

Peninsula Transport has drawn together current investment plans for strategic transport across the region. We are now developing an analytical approach to prioritising major transport projects or schemes linked to the four outcomes in this strategy.

It is not the role of Peninsula Transport to deliver individual projects. We will manage the prioritised list, use this to advise government and facilitate the delivery of these schemes through supporting our member local authorities and strategic partners.
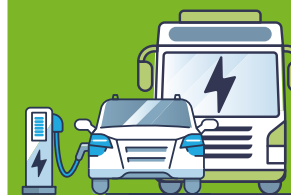
The Strategic Implementation Plan will:

- 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 road and rail 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**

Easier Journeys

Going Electric

A Connected Peninsula

Completing the Transport Network

What Are We Doing Next?

DEVON & CORNWALL RAILCARD
£12 A YEAR
NOW AVAILABLE ONLINE

National Highways / Galliford Try

Easier Journeys

Integrating active travel with the bus and rail network to make public transport journeys easy.

We will:

- Develop a **regional action plan for integrating ticketing**
- Review best practice of **bus and coach network improvements** across all STBs
- Develop potential **rural mobility schemes**
- Identify opportunities to **improve accessibility and choice** for all transport users

The action plan will set out the path to integrating ticketing across the peninsula and what needs to be done to achieve this. This will be supported by better understanding how we can improve the bus and coach network across the region.

Going Electric

Affordable zero-emission transport through a reliable electric vehicle charging network and alternative fuel choices for road freight and buses.

We will:

- Rollout an **EV demand forecasting tool**
- Establish an **EV Forum for the peninsula** to engage with the EV community including operators and power distributors
- Produce an **EV Action Plan for the peninsula**
- Work with STB network to develop and share an **Alternative Fuels for Freight Tool**

The EV Forum will play a key role in identifying the steps necessary to expand the changing network across the peninsula based on the outputs from the forecast demand for EV charge points.

A Connected Peninsula

Safe, reliable and sustainable links to and through the peninsula.

We will:

- Facilitate the **South West Freight Forum** to develop pilot initiatives and share industry intelligence
- Coordinate the rollout of **Freight Strategy** recommendations
- **Maintain and update evidence base** to support rail network enhancements
- Prioritise enhancements to improve journey safety and efficiency of **strategic road and rail links** to and through the peninsula

The development of a programme of prioritised strategic road and rail schemes, along with the continued development of freight initiatives across the region, will set the path to a safer, better connected and more resilient peninsula.
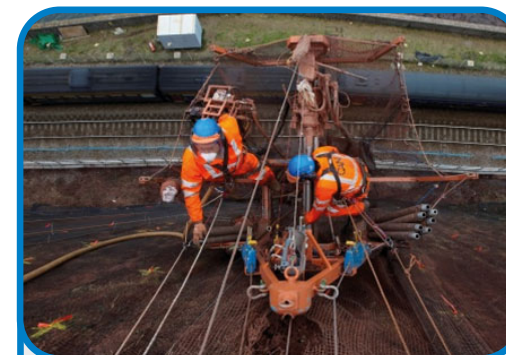
Completing the Transport Network

Improving connections within a safe and fully integrated transport network on a path to Net Zero.

We will:

- 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

Measuring transport carbon emissions will allow the STB to forecast the carbon impacts of strategic transport investment decisions and inform Local Transport Plans. The regional evidence base will support local authorities to monitor trends and inform their investment decisions.

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Peninsula Transport

Working with:

CORNWALL COUNCIL
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Devon County Council

PLYMOUTH CITY COUNCIL

Somerset Council

TORBAY COUNCIL