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Dear Sir / Madam,

## **Peninsula Transport Vision**

Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

**Q1. How much do you support or oppose the Peninsula Transport vision of "Transforming transport across the Peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish"?**

Strongly support.

**Please let us have any comments on the Peninsula Transport vision (100 words)**

Transforming transport is one means to achieve ends – better lives through better journeys: journeys to work, journeys to learn, journeys to shop, journeys away to see family and friends. It is a necessary yet insufficient means to secure wider socio-economic and environmental transformations, through creating competitive places with opportunities for all.

**Q2. How much do you support or oppose the Peninsula Transport goals?**

- a. We will improve connections between people, businesses, and places
- b. We will enhance the resilience of the transport network
- c. We will deliver affordable, zero-emissions transport for everyone
- d. We will help to improve the health and wellbeing of communities in the Peninsula
- e. We will help the Peninsula to be a great place to live and work

Strongly support all five goals.

**Please let us have any comments on the Peninsula Transport goals (100 words)**

Railfuture highlights three C's:

- ~ Connectivity – for increased and more productive / creative transactions between people in economic, educational and cultural sectors;
- ~ Capacity – to reduce the inefficiencies of congestion and accommodate the travel demands of a growing population;
- ~ Carbon – to lessen the environmental footprint of mechanised travel.

A bigger better Peninsula rail network is uniquely placed to support all three, modal shift to rail for passengers and freight / logistics from road (no matter how electric, 'the Oslo effect' remains) being the over-arching 'driver'.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)



**Q3. What are the transport challenges, opportunities and priorities you feel should be focused on in the next 30 years within the Peninsula Transport region? (250 words)**

Throughout most of the quarter-millennium since the Industrial Revolution started in Britain, and the past two centuries when human activities have been increasingly-adversely influencing our planet's climate, the fixed infrastructure asset of our rail network has proven remarkably flexible and resilient in adapting to the continual challenges of constant change.

Railfuture sees welcome opportunities to continue to make compelling business cases for sustained investment in Peninsula rail, levelling-up both the region's and its communities' access to the existing, and an expanded, rail network. The 'South West' winning 7 of the 25 successful bids to the Restoring Your Railway Ideas Fund, and hosting the first such restoration at Okehampton this December, highlight the required 'direction of travel'.

Railfuture's Peninsula priorities for the coming quarter-century focus around driving modal shift to rail from road, for all the well-rehearsed economic, environmental and social benefits. The area already has the second-highest car ownership and highest personal private transport mileage in England. These are likely to increase further through population growth unless viable, and reliable, rail-based alternatives are offered for medium-length journeys within the region and longer-distance journeys beyond, to coastal and other economic centres in Western Gateway as well as to London and the Midlands / North. This requires extending communities' access to the rail network via more stations on both existing and new / restored lines. The policy priority to be accorded to Peninsula rail development is now matched by the opportunity presented by the public, official, and political appetite for it.

**What type of organisation do you represent?**

Other stakeholder

**If you have selected 'Other stakeholder' above please provide some details. (Max. 200 letters)**

Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users.

**How big is your organisation?**

Large

**How did you hear about this consultation? (Max. 250 letters)**

Website

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Director, Infrastructure & Networks, national Board

Gerard Duddridge  
Chair, Devon & Cornwall branch  
Nigel Bray  
Secretary, Severnside branch

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