

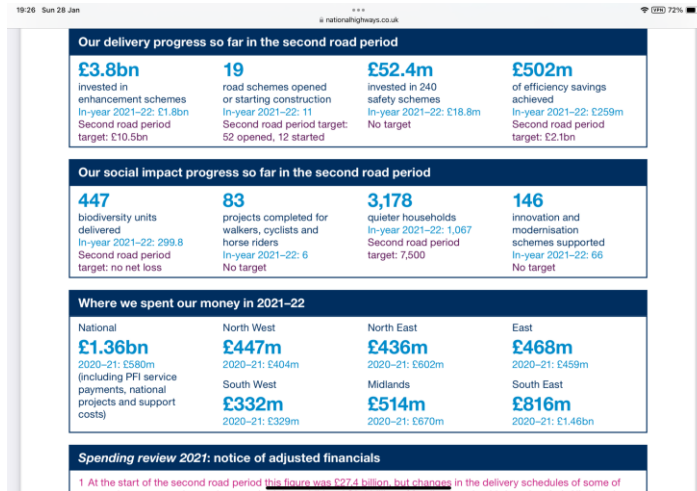
PENINSULA TRANSPORT STRATEGY CONSULTATION

Dear Sir or Madame, May I enter my thoughts into this consultation about Easier Journeys, Going Electric and A Connected Peninsula, Currently I believe that the statement Safe, Reliable and resilient road and rail travel within the peninsula and beyond, will never be achieved and here are my reasons for saying that.

Some background shows that the transport system funding is unfair and the impacts on rural areas beyond cities is unfair. Connectivity is poor as there is no motorway beyond Exeter, the airport in Plymouth closed in 2011, the main rail line was closed at Exeter due to flooding and for months due to damage at Dawlish. If the airport at Newquay was not subsidised by Cornwall Council it would have closed many years ago. Will the incidents of flooding and storms happen again of course, as there is no investment in safer more secure train lines. The road network is no better past Exeter we have a set of dual carriageways where you can not signpost SE Cornwall as it may confuse driver. I wrote to National Highways 15 years ago and no they wouldn't change the signage but will allow drivers to go down the A30 to Bodmin and come back on the A38. Whilst there has been investment in the A38 and the St Austell link road these have only come from taking money from Cornwall Council or their European Funds. Had this not been available I'm not sure these schemes would have happened. My main concern is that of the A38 from Exeter and the lack of investment in this road and its impact on the economies of Torquay, Plymouth and SE Cornwall. Follow the link to the A38 Safe report that was done back in 2018 and the £900m gain it would have brought to the area. It was proposed for RIS 2 but that didn't happen not in RIS 3 and I have been informed that 2030 to 2050 maybe.

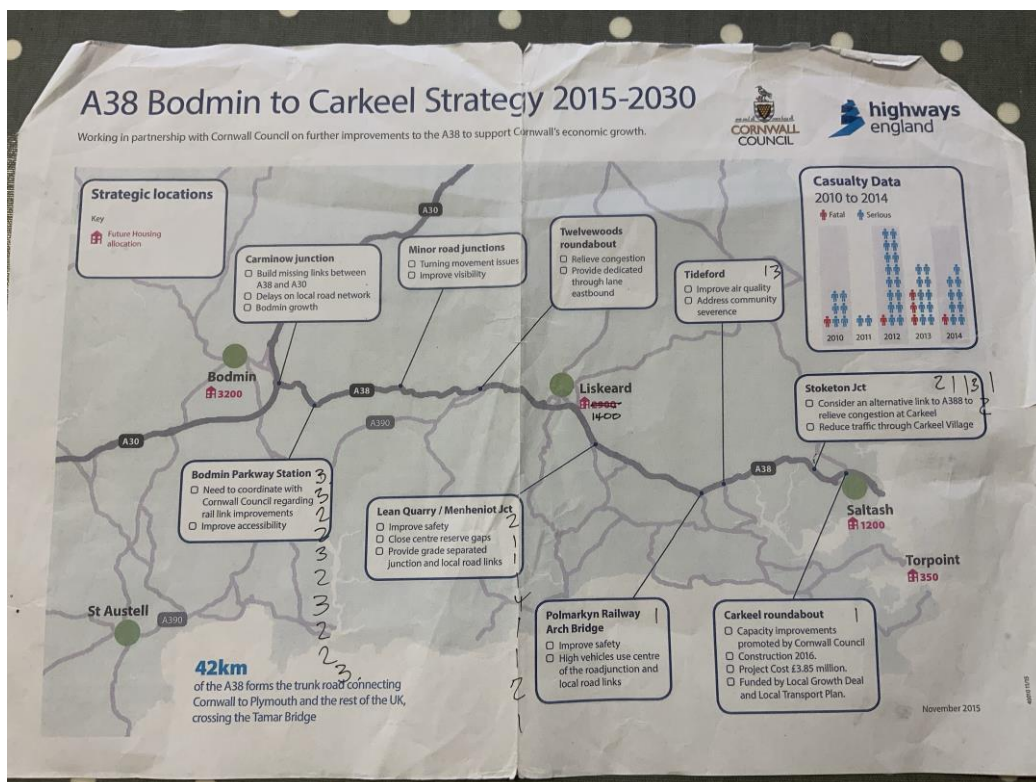
<https://www.plymouth.gov.uk/case-action-a38>

Knowing that there is an urgent need to bring Safety to this road and economic prosperity to an area of high deprivation investment is not forthcoming. In 2022 there were 59 deaths in accidents on the A38 the third worst in England. Let's look at the investment that has come to the SW region in comparison to other regions in the country.



As can be seen from highways England reports over a couple of years that the SW lags behind other regions for funding. Yet the main industry of the Peninsula is tourism and the important thing is getting the visitors to and from their resort safely. The lack of investment shows that Highways England fail to understand the impact of safe roads to a key industry. Now I wish to show how the SW misses out on funding on spending per head of population with Scotland at £12,611, Wales £12,722 and London at £12,476 yet the SW gets £10,552. Then with capital spend London gets £2010, Scotland £1844, Wales £1244 but the SW is £970 so again far far lower. Yet the population of the SW is 350k higher than Scotland, 2.4m higher than Wales and 3m less in London. This means that the SW get £10bn less pro rata than Scotland, Wales and London.

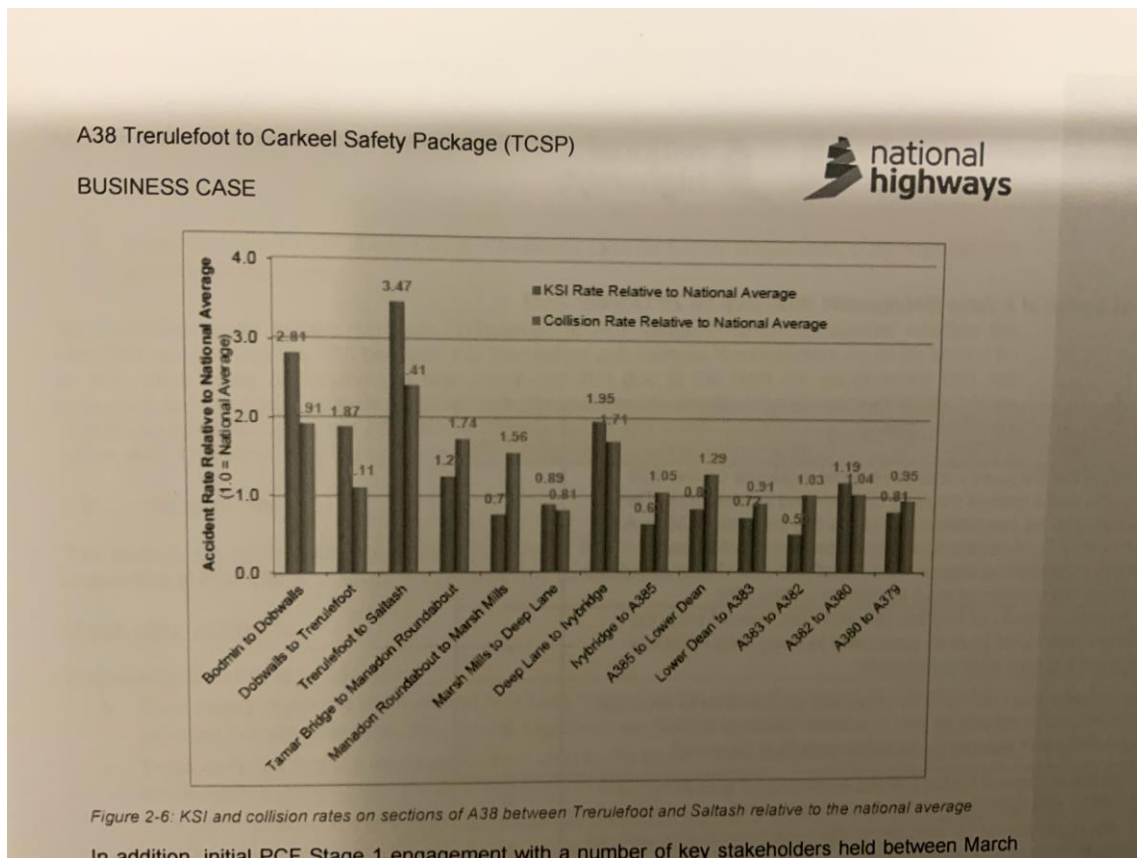
Now again to the A38 are things improving with the cheap measures put in without the need for online or off line duelling. The truth is no and the information below proves this



Following on from our call just now, please find below data for the A38, broken down into 3 sections (maps attached), the data covers the 5 calendar years of 2018 to 2022 (excludes collisions that are somehow into on/off slips of the A38):

1. **Carminow Cross Rdbt to Twelvewoods Rdbt** – 81 collisions 142 Casualties - **5 fatal, 22 serious, 115 slight**
2. **Twelvewoods Rdbt to Trerulefoot** - 45 collisions – 83 Casualties **1 fatal, 15 serious, 67 slight**
3. **Trerulefoot to Saltash** - 70 collisions – 108 casualties overall **3 fatal, 19 serious, 86 slight**

These two tables clearly show from 2010 accidents have increased and specially worrying is that fatal accidents have increased. Yet we will wait and do nothing for a further 6 years.



This is from your business case to National Highways about a safety package from Trerulefoot to Carkeel from 2021 and this clearly shows how bad the accident record is through Cornwall on the A38. From my motion to Cornwall Council I know that this report will not be actioned and a light scheme may come forward for the next RIS works. This is disgraceful as the safety of the main route out of Cornwall for the South and South East is dangerous or should I say twice as dangerous. Limiting the speed and

slowing traffic will do little to solve these issues and the air quality at Tideford will get worse, your comment to the local council.

My next comment is about going electric, the grid in Cornwall is not capable of carrying the necessary electric to make these changes. I have written in the past to all our MPs about this situation as there is a need as a project exists to develop off shore wind farms in the Celtic Sea and these can not happen unless the grid is updated. There was talk in the Cornwall Council Audit Committee about this coming ashore in Devon now. Residents in Cornwall live in the main on low wages deprivation is only going up due to wealthy resident coming to live here and not raising the conditions for locals. You need to understand that a vehicle is so necessary to live in rural areas like SE Cornwall as buses and trains do not serve all communities and to get a job and get there on time a vehicle is the only solution. Second hand Electric cars our out of the reach of many workers in Cornwall and over the last few years second hand cars prices have in some cases doubled. Councillors often talk about fuel deprivation in rural areas and one of my parishes has 42 % fuel deprivation but you need know that there is a new marker for Transport Poverty only 4% in London and 12.5 in the North East and I would say Cornwall is probably at the same level as the North East or more. Link to the report here

<https://www.smf.co.uk/wp-content/uploads/2023/11/Getting-the-measure-of-transport-poverty-Nov-2023.pdf>

The main hospital in our area is at Plymouth and Derriford hospital is in crisis with its A and E department more often then not. It caters for 120k residents of Cornwall, yet try to get there via a bus or train it takes hours or the links are none existent. A fellow councillor has been trying to reinstate the link between Liskeard and Derriford with no luck for over a year. Connections are poor and this need to be rectified urgenly.

Now to the Tamar Bridge as I have said 120k residents rely on their health care in Derriford. The travel along the A38 a very unsafe road which has major congestion in the summer months to get the a bridge where we pay for the privilege to get our health care. It is now over 60 years old and need constant maintaining as do the ferries at Torpoint. This is a barrier to the local economy and the A38 Safe report notes from 2019 that there is a gain of £900m it improving out links but this will not happen in Cornwall. Every crossing adds costs to living working and doing business in SE Cornwall and a costly barrier to workers going to Plymouth to work. Why is it that the Humber Bridge got £150m and the Tyne Bridge got £35m funding also government are giving one third of the cost of repair to the

Hammersmith and Fulham Bridge. Yet not one penny piece to the Tamar Bridge of Torpoint ferries yet so many tolls removed in Wales and Scotland, unfair and anti local economy. Highways England ended to pay up for these services as the Tamar Bridge was not built for the A 38 as it was moved from the ferries to the bridge in the early 60. No one is able to give me information on how or why this was done but for sure Highway have never paid up for their use of these services. Plus can you please let me know why Transport for London got £1.2bn as a Covid recovery grant so what do highways give us ?

Good job I am not in charge as I would do a lot to make a difference, stop scientists complaining about climate change and find solutions for the issues of fuel poverty. Make the grid usable for all forms of renewable and stop using vast areas for solar panels. Most of the offshore wind farms are owned by foreign companies, the new nuclear plant owned by the French. Profits all leaching out of the country and of no benefit to us, we should be priority one cheap sustainable fuel and energy for everyone including business. Why because we need a vibrant energy and economy for this country to grow. Cornwall has Geothermal that needs to be exploited to its full extent, carbon capture can make a big difference and Canada is looking at making fuel from this captured resource (link below). Please note that our government talked about carbon capture back in 2013 so need some action on this. These are my thoughts on this but would have more to say if wanted and willing to speak in person if needed.

<https://www.industry.gov.au/news/new-fund-to-support-carbon-capture-use-and-storage-projects>

<https://www.gov.uk/guidance/uk-carbon-capture-and-storage-government-funding-and-support>