

PENINSULA TRANSPORT BOARD

Item 4 – Peninsula Transport Delivery Plan 2026/27 & Financial Proposal

12th February 2026

I. Please note that the following recommendation/s is/are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

1. The Board approves the Peninsula Transport Delivery Plan for 2026/27 subject to acceptance of the transitional funding from the Department for Transport and confirmation of the financial contributions from each of the local transport authorities detailed in this report;
2. The board confirms acceptance of the transitional funding allocated to Peninsula Transport by the Department for Transport for 2026/27
3. The Board directs the Lead Officer for Peninsula Transport to write to each of the local transport authorities to request confirmation of their financial contributions for 2026/27 detailed in this report;
4. A further report be brought to the Board in September 2026 setting out the proposed Delivery Plan and financial contributions for 2027/28.

I. Background

At its meeting on 27th November 2025, the Board approved the Peninsula Transport Delivery Plan for 2026/27. This was subject to confirmation of the financial contributions required from the Department for Transport and the five local transport authorities covering Cornwall, Devon, Plymouth, Somerset and Torbay.

On 8th December, Peninsula Transport submitted the Delivery Plan to the DfT for approval and confirmation of the DfT's financial contribution for 2026/27. Once confirmed, the financial contribution would be the last year the DfT would provide financial support to Sub-National Transport Bodies as proposals come forward for the new devolved governance structures which would provide regional collaboration on strategic transport proposals in the future.

Following the proposals put forward by Peninsula Transport being approved by ministers, the Director General for Public Transport and Local Group at DfT wrote to the Chairman of Peninsula Transport to confirm the DfT had approved the Delivery Plan and would provide the financial contribution requested for 2026/27.

Having received approval from the DfT, this report invites the Board to approve the Peninsula Transport Delivery Plan for 2026/27, confirm acceptance of the financial contribution to be provided by the DfT, and seek confirmation from the local transport authorities of their financial contributions. In addition, given 2026/27 will be the last year the DfT provides a financial contribution, approval is also sought from the Board to bring a further report setting out the proposed Delivery Plan and financial proposal for 2027/28 in September 2026.

2. Delivery Plan 2026/27

The Financial Proposal submitted to the DfT set out a proposed Delivery Plan for both FY26/27 and FY27/28. The confirmation of the funding available from DfT has enabled the Peninsula Transport team to refine the Delivery Plan for FY26/27 setting out the key workstreams and anticipated

deliverables for the year ahead, taking account of developments since autumn 2025. The workstreams are split across six identified capabilities or work areas:

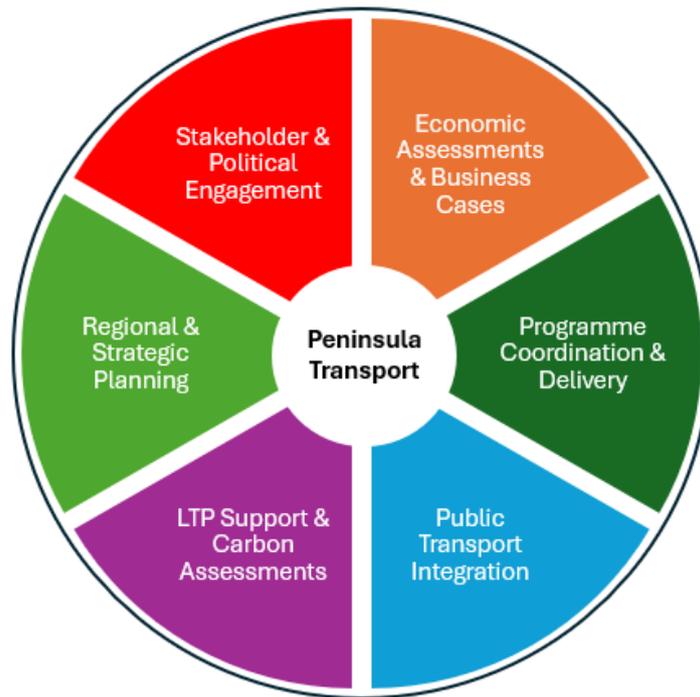


Table I: Peninsula Transport Delivery Plan 2026/27

Economic Assessments & Business Case
<p>Rail Mobile Connectivity – development of Business Case for rollout of wifi technology Q1 26/27</p> <p>Plymouth Metro - leading the development of the business case for the delivery of significantly enhanced local ‘Metro-style’ rail services. Specific workstreams:</p> <ul style="list-style-type: none"> • Plymouth Metro – Wider economic impacts study -Q2 26/27 • Plympton Station - Site Review and Early Strategic Case - Q2 26/27 • Tavistock to Plymouth – SOBC review Q2 26/27
Programme Coordination & Delivery
<p>Strategic Implementation Plan Monitoring and Scheme Promotion - tracking progress against the four key outcomes.</p> <ul style="list-style-type: none"> • Monitoring & Evaluation – throughout 26/27 • Reviewing SIP and additional schemes – Q3 26/27 <p>Plymouth Metro – ongoing coordination of overall Plymouth Metro programme with NR, GWR, PCC & CC – throughout 26/27</p>
Public Transport Integration
<p>Better Buses – Project Coral ready – continue to work with member authorities to ensure PT teams are best placed to become an early adopter of Project Coral – throughout 26/27</p> <p>Rural Mobility Pilots– Monitoring and evaluation of successful bidders from second round of funding.</p> <ul style="list-style-type: none"> • Pilot 2 – Monitoring & Evaluation – Quarterly through FY26/27. Final Reports March 2027 • Lessons learned from 24/25 – webinar and prospectus to share lessons across region Q1 26/27 • Wider opportunities – working with member authorities to identify other opportunities for local rural mobility interventions – Q2 26/27 <p>Rail Station Accessibility – Pushing forward with strategy for funding step-free access improvements to key stations across the region - Q2 26/27</p>

Stakeholder & Political Engagement

National Highways RIS 4 planning – working with NH on the Route Strategy Implementation Plans across the region and specific studies – throughout 26/27

Freight & EV Forums – Ongoing engagement, management and coordination of these successful and popular forums – throughout 26/27

Peninsula Rail Task Force and Strategic Rail Enhancements – continued advocacy and representation for increased investment in the strategic rail network across the region on behalf of member authorities – throughout 26/27

- **Great British Railways** – development of strong links with GBR and the DfTO to ensure needs of region are fully represented and considered.
- **Rail Resilience** – continued advocacy for rail resilience works with regional MPs – Q1 26/27

Regional & Strategic Planning

Regional Resilience Review – working with stakeholders to create a region-wide risk register identifying locations of resilience concern in relation to climate, capacity or life expired structures – Q1 FY26/27

Somerset Rail Vision -PT is working with Somerset Council to develop a programme of strategic rail enhancements in the county – Q1 FY26/27

Regional Planning & Transport Coordination – working with member authorities as emerging Local Plans identify strategic infrastructure needs across the region.

- **Stakeholder Workshop** – Q1 26/27

LTP Support & Carbon Assessments

Scheme Prioritisation – provision of Multi-Criteria Appraisal support for member authorities to feed into Local Transport Plans and Delivery Plans (LTDPs) – Q2 26/27

Carbon quantification support to LTAs - PT has expertise in quantification of carbon in transport. This enables PT to support LTAs with development of LTDPs – Q2 26/27

LTP & INTS support – supporting member authorities with updating policies and plans to reflect LTP Guidance and Integrated National Transport Strategy (INTS) – Q1 26/27

In summary the proposed focus for 2026/27 is the continuation of a number of the workstreams already underway, in particular business case development, Project Coral, network resilience monitoring, SRN investment planning, Regional Forums, SIP Monitoring and updating and stakeholder engagement.

The current core team of 6 FTEs with a seconded Lead Officer is considered to be the ‘minimum viable unit’ for Peninsula Transport to fulfil the core functions as set out by the DfT whilst minimising the cost of external commissioning and providing optimum value for money for our members.

Table 2 below sets out the identified costs required in order to achieve this plan in full.

Table 2: Peninsula Transport Costs 2026/27

Cost	Budget required
Staff Costs (including Lead Officer)	£535,000
PCC Overhead	£69,000
Specialist Commissioning	£20,000
Comms & Engagement	£20,000
TOTAL	£664,000

Looking ahead, many of our workstreams are long term and will continue beyond March 2027. Within the submitted financial proposal document, an indicative delivery plan was provided setting out our anticipated long term work areas.

We propose discussing with member authorities over the first half of the next financial year the options for continuing the activities of Peninsula Transport beyond March 2027. A more detailed proposal will be brought back to the Board in September 2026 for consideration.

3. DfT Financial Contribution

The letter from the DfT confirmed the allocation of £475,000 of transitional funding for 2026/27, as requested. The letter is provided as an appendix to this paper.

It should be noted that the letter includes the following wording: *“This funding will be paid in two equal instalments.... The second instalment will be paid part way through the year pending a successful progress review on transitional arrangements for FY2027/28.”* Peninsula Transport has sought clarification on this clause and have received the following from Dan Taylor at DfT:

“The decision to release the transition funding in two instalments is intended to support ongoing engagement between the Department and STBs during the transition year. This approach will enable Ministers to remain sighted on progress towards the emerging collaboration models and to understand how the funding is supporting their development. The instalments arrangement is part of the payment process, not subject to specific conditions or a formal review and the funding letter is clear that DfT is committed to the stated amount of annual funding provided that the STB continues to operate as planned and the annual programme remains sustainable. DfT officials will continue to work with STB counterparts throughout the year and it is through this engagement that we will discuss progress. The staged payment arrangement is not intended to create an opportunity to limit funding but rather reflects DfT’s continued interest and stake in the evolution of STBs during 26/27.”

4. Local Transport Authority Contributions

As set out in the paper brought to the Board in November, a modest increase in member authority contributions is proposed at a total of £31,964. This represents a 20% increase in contributions, apportioned based on resident population across the five authorities.

5. Financial Considerations

As detailed above, the confirmation of funding from DfT allows Peninsula Transport to proceed on the basis of the submitted financial proposal. The funding breakdown for the year is shown in Table 3 below.

Table 3 – Funding Breakdown 2026/27

Funding Source	Transitional Year Funding
LTA Contribution	£191,000
DfT Funding Requirement	£475,000
TOTAL	£666,000

The breakdown shows that the funding covers the necessary budget for the year with no additional income required to retain the core team resource.

6. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

7. Equality Considerations

There are no equality considerations associated with this paper.

8. Legal Considerations

There are no specific legal considerations associated with this paper.

9. Risk Management Considerations

The primary risk of the reduction in funding is the ability for Peninsula Transport to perform the functions that it is set up to provide for the peninsula region and deliver the transport strategy it published in 2024. A lower level of funding below what is set out within this paper will mean a potential reduction in resourcing and therefore a reduce service to our member authorities and key stakeholders.

10. Public Health Impact

There are no public health impacts associated with this paper.

11. Summary/Conclusions/Reasons for Recommendations

This paper provides an update on the funding proposal for FY26/27 for Peninsula Transport following the confirmation of the core funding allocation from the Department for Transport. The paper sets out the Delivery Plan for the next financial year, and a breakdown of member authority contributions required in order to achieve this and to enable Peninsula Transport to continue providing a suitable level of support to the region in advocating for strategic transport infrastructure.

