

3. The Future Role of Transport in Plymouth

3.1 Introduction

3.1.1 Chapter 2 sets out the broad aspirations for the future of Plymouth in the context of city, regional, national and international policy. This chapter considers how these aspirations frame a future strategy for the transport system, both in the longer-term (over the next 20-30 years) and – as a first step in the longer-term strategy – over the LTP2 period. Proposals for the long-term strategic transport network are shown in Figure 3.1.

3.2 The Longer-term Transport Objectives

3.2.1 As a major population centre with influence on the area and region around it, Plymouth has a key role in achieving not only the city's own objectives but those of the counties that surround it. To support these visions the Plymouth Area Transport Strategy (PATs) will adopt high-level objectives to promote and provide an efficient, safe and sustainable transport network for Plymouth and the Travel to Work Area in accordance with the regional and national policy framework. The document is currently in draft form and available on the Council's website at: <http://www.plymouth.gov.uk/homepage/transportandstreets/transportplanning/proltp/proltparea.htm>.

3.2.2 The analysis underlying PATs suggests that measures to encourage, develop and support public transport are the most likely to help realise the Vision for the area by best coping with the increased demand for travel resulting from growth. Supporting and encouraging walking and cycling will also have a key role to play in increasing accessibility and providing alternatives to the private car.

3.2.3 Rail and water transport also have a role to play in providing transport to and through the sub-region. Managing strategic transport movements such as freight, visitor and tourism needs will also need continued support.

3.3 LTP2 Objectives

3.3.1 The LTP2 objectives represent a distillation of:

- Regional, national and European policy context and, in particular, the local and central government shared priorities
- Citywide aims and aspirations, including those set out above, which underpin the longer-term transport strategy

3.3.2 The objectives of LTP2 have altered from those of LTP1 in the light of a refocusing of transport priorities, in particular the requirement for all LTPs to reflect the shared priorities agreed between central and local government. The objectives of the Final LTP2 have also altered from those presented in the Provisional LTP2 in light of further work, a review of the Provisional Plan, consultation with stakeholders and the public. The objectives of LTP2 are as follows.

Objective 1: To improve accessibility and social inclusion.

Objective 2: To reduce the rate of growth of traffic congestion.

Objective 3: To improve road safety.

Objective 4: To improve air quality and the environment.

Objective 5: To support Plymouth's urban renaissance and sustainable growth.

Objective 6: To improve quality of life.

Objective 7: To make maintenance more efficient and effective.

3.4 The LTP2 Delivery Plan: Key Principles

3.4.1 In the context of the longer-term Plymouth Area Transport Strategy (PATs), and with a view to meeting the specific objectives set out above, a number of key principles for the LTP2 delivery plan have been established. The overriding principle is that the LTP2 delivery plan should provide a stepping-stone towards the longer-term transport solution. Other key principles are set out below.

Key principle 1: The importance of public transport

Improvements to the reliability and capacity of public transport lie at the heart of the strategy, which recognises its role in improving accessibility and broadening travel choice. LTP2 builds upon significant progress made during the LTP1 period.

Key principle 2: Meeting current and future needs

The strategy is designed to deliver government targets and shared priorities and to incorporate visionary growth for the city. It supports the regeneration of disadvantaged parts of the city and planned developments in the city centre and eastern and northern corridors. It will link in with the plans of neighbouring authorities and deliver safe sustainable transport solutions to take Plymouth into the next decade and beyond.

Key principle 3: Balanced objective-led allocation of limited resources

The strategy involves the implementation of a balanced set of measures within available resources over the LTP2 period (2006-2011) to best address current and short-term transport problems. It sets sound foundations for meeting the longer-term growth aspirations for the City of Plymouth and describes a clear vision of how developments can contribute to this strategy.

Key principle 4: Collective implementation of measures

These measures, collectively, are designed to bring about improvements in accessibility and network safety and efficiency and to encourage more sustainable demand for travel by broadening the travel choices available.

Key Strategy Elements

The strategy has the following key elements:

- Providing viable transport choices and developing sustainable transport provision, including in areas of growth and new development
- A combination of new transport interventions and persuasive measures designed to alter travel behaviour
- Introduction of corridor-based initiatives designed to contribute to air quality aspirations, particularly in Air Quality Management Areas
- Encouragement of modal shift and consideration of demand management initiatives (particularly during the peak periods) where these are clearly linked to broadened travel choices and where impacts are fully understood
- Ongoing review of opportunities for optimising the use of the existing transport network and services
- An integrated approach to transport and land use planning in order to reduce the need for travel
- Providing and improving accessibility to activities and services
- Building upon significant progress in the LTP1 period and continuing to address citywide safety problems and issues
- Ongoing review of delivery of transport infrastructure to best meet the citywide objectives
- Corridor based integrated transport improvements

The Council will also work with its partners to fulfil its obligations to implement the Traffic Management Act and other statutory requirements, such as in the areas of road safety, parking, public transport and development control.

3.5 The Proposed Strategic Transport Network

Developing Plymouth's Strategic Transport Network

The development of a strategic network for High Quality Public Transport in the Plymouth sub-region provides a framework to provide sustainable transport opportunities for the next 20 years up to 2026. Its development informs the direction of transport investment during LTP2 (2006-2011) and subsequent Local Transport Plans up to 2026 as well as informing future planning documents including the Local Development Framework, the Regional Spatial Strategy and the sub-regional transport strategy.

Plymouth has an ambitious growth agenda, a process that will eventually lead to a population increase to 300,000 people, with an economic growth and regeneration agenda to match. This will give Plymouth the 'critical mass' to fulfil its role as a regional centre and support the range of services we need. The transport strategy for the city is to tackle both the existing short-term problems and address the issues which high levels of growth both in economic activity and population can cause. Left unchecked such issues could constrain the ability of the city to grow and undermine the longer-term vision.

The Council sees the key to addressing these issues as the provision of real alternatives in our travel choices through building a high quality public transport network. Figure 3.1 shows a network of routes that has been identified using national and local sources including census data, public transport patronage and future predictions of employment and population. It provides a clear statement of the commitment and intent of the Council to

enhance and modernise public transport provision connecting principal centres of employment residential areas, retail, leisure and services as well as enabling sustainable urban expansion to the east and north of the city.

The Strategic Transport Network will increase frequency of services to create 'turn up and go' services on a core 'metro-like' network on the main corridors. Initially bus based, the network seeks to make best use of the existing highway infrastructure coupled with new links where it has been demonstrated that there is a sound business case including indicative construction costs and significant risks and constraints on each section of the network. The timeframe for this longer-term vision is beyond the end of the LTP2 period.

Therefore, a sequential approach to improving the strategic public transport network is being adopted during LTP2. A number of measures have been implemented during the first LTP to improve the bus passenger environment and the provision of passenger information. These initiatives are being built on during the second LTP:

- Measures to increase bus speeds on the main corridors;
- Measures to further improve the passenger environment along corridors and major centres;
- Measures to improve passenger information along corridors and centres;
- Measures to improve accessibility by bus to all services from deprived neighbourhoods; and
- Measures to improve the frequency and punctuality of bus services on major corridors that serve new developments.

The Strategic Transport Network demonstrates where investment in the public transport network will need to be targeted in order to achieve a step change in the use of public transport.

Initial work through LTP2 will focus on auditing existing bus routes to maximise coverage and complete bus priority identified through the northern corridor study. Additional work to investigate and halt the decline in patronage will be undertaken in partnership with the operators to improve the coverage and reliability of public transport. Implementation of Bus Rapid Transit will be pursued through work on the Eastern Corridor, initially on highway and linked to developments at Plymstock Quarry and Sherford, looking to develop a full BRT system during the next LTP period.

High quality vehicles, interchanges, provision of information, reliability and ticketing will be essential to the development of successful bus-based express corridor services linking park and ride sites with other interchanges and key sites. Existing public transport services may need remodelling to feed and support these flagship schemes

Through providing real and viable travel choices, the Council believes that the shared priorities of tackling congestion, improving accessibility and air quality and road safety can be delivered.

Table 3.1 Sequential Development of the High Quality Public Transport Network

Timescale	Proposed Public Transport Development	Funding Source
<p>2006-2011 (Short Term)</p>	<p>Northern Corridor network development:</p> <ul style="list-style-type: none"> • Park and Ride Line 1 (George Junction Park and Ride – Milehouse Park and Ride – City Centre) opened 2006 • Establishment of Derriford Hospital Passenger Transport Interchange • High quality buses on routes from George Junction Park and Ride and Derriford Hospital Passenger Transport Interchange • Bus priority measures on Northern Corridor (Mannamead Road / Mutley AQMA) • Intelligent Transport Systems • RPTI • Increase frequency and vehicle quality from Southway AAP Developments 	<p>A386 Public Transport Major Scheme</p> <p>LTP integrated transport package</p>
	<p>Eastern Corridor strategic transport improvements:</p> <ul style="list-style-type: none"> • Access from A38 to Deep Lane Park and Ride and bus interchange • Construction of Park and Ride and bus interchange • Park and Ride Line 2: New 5 minute headway bus service from Park and Ride site through Sherford and serving. Plymstock Quarry <ul style="list-style-type: none"> ○ Bus priority on existing A379 ○ Bus priority at 6 junctions on A379 ○ Bus priority across existing Laira Bridge and Embankment Road ○ Park and Ride Line 3: Bus service from Park and Ride site to Plymouth International Business Park and Derriford Hospital 	<p>New Major Scheme bid for delivery by 2011</p>
	<p>Western Corridor development:</p> <ul style="list-style-type: none"> • Increase frequency and introduce low floor buses on links between city centre, Millbay, Stonehouse and Devonport with extensions to PIBP and Derriford via Milehouse • Investigation of Park and Ride site west of Tamar Bridge adjacent to the A38 	<p>Section 106 developer contributions</p> <p>Tamar Bridge and Torpoint Ferry Joint Committee</p>

Timescale	Proposed Public Transport Development	Funding Source
	<p>Citywide development:</p> <ul style="list-style-type: none"> • Establish a Quality Bus Partnership Agreement structured towards patronage growth and quantifiable output targets • Bus route audit and rationalisation • Upgrade of all remaining bus stops with printed timetables, and flags incorporating stop names and SMS stop references • Introduction of smartcards • Study into feasibility, viability and potential routing in order to secure land requirements to support HQPT 	<p>Second LTP Integrated Transport Package 2006-2011</p>
<p>2011-2016 (Medium Term)</p>	<p>Eastern Corridor:</p> <ul style="list-style-type: none"> • Implementation of eastern corridor Bus Rapid Transit (BRT) using disused rail alignments between Sherford and Laira Bridge • Complete bus based HQPT link between Sherford / Langage and Derriford / Airport using Forder Valley Link – Park and Ride Line 3 <p>Western Corridor:</p> <ul style="list-style-type: none"> • Implement western corridor bus based HQPT route from Park and Ride site west of Tamar Bridge on Park and Ride Line 4 	<p>Major Scheme funded through RFA & TIF</p>
<p>2016-2026 (Long Term)</p>	<p>Citywide network:</p> <ul style="list-style-type: none"> • Consolidate and complete bus based HQPT and expand to serve travel to work area • Dependant on patronage, population growth and new technology consider upgrading the HQPT network to LRT or similar 	<p>TIF</p>

3.6 Summary

3.6.1 Figure 3.2 shows the timeframes of the principal planning and transport strategies for growth in Plymouth and the projected timescales for the main housing developments. Figure 3.3 draws together the main strands of LTP2 delivery plan ‘drivers’ from Chapters 2 and 3 and provides a summary of how LTP2 objectives ‘nest’ within the wider transport policy objectives at sub-regional, regional, national and European level.