

## 5 Plymouth's LTP Strategy

### 5.1 Overview

5.1.1 Figure 5.1 outlines the LTP strategy for Plymouth offers a plan of actions, and presents to address existing and future transport issues. The LTP strategy aims to:

- Improve Access
- Widen Choice
- Manage Demand

by:

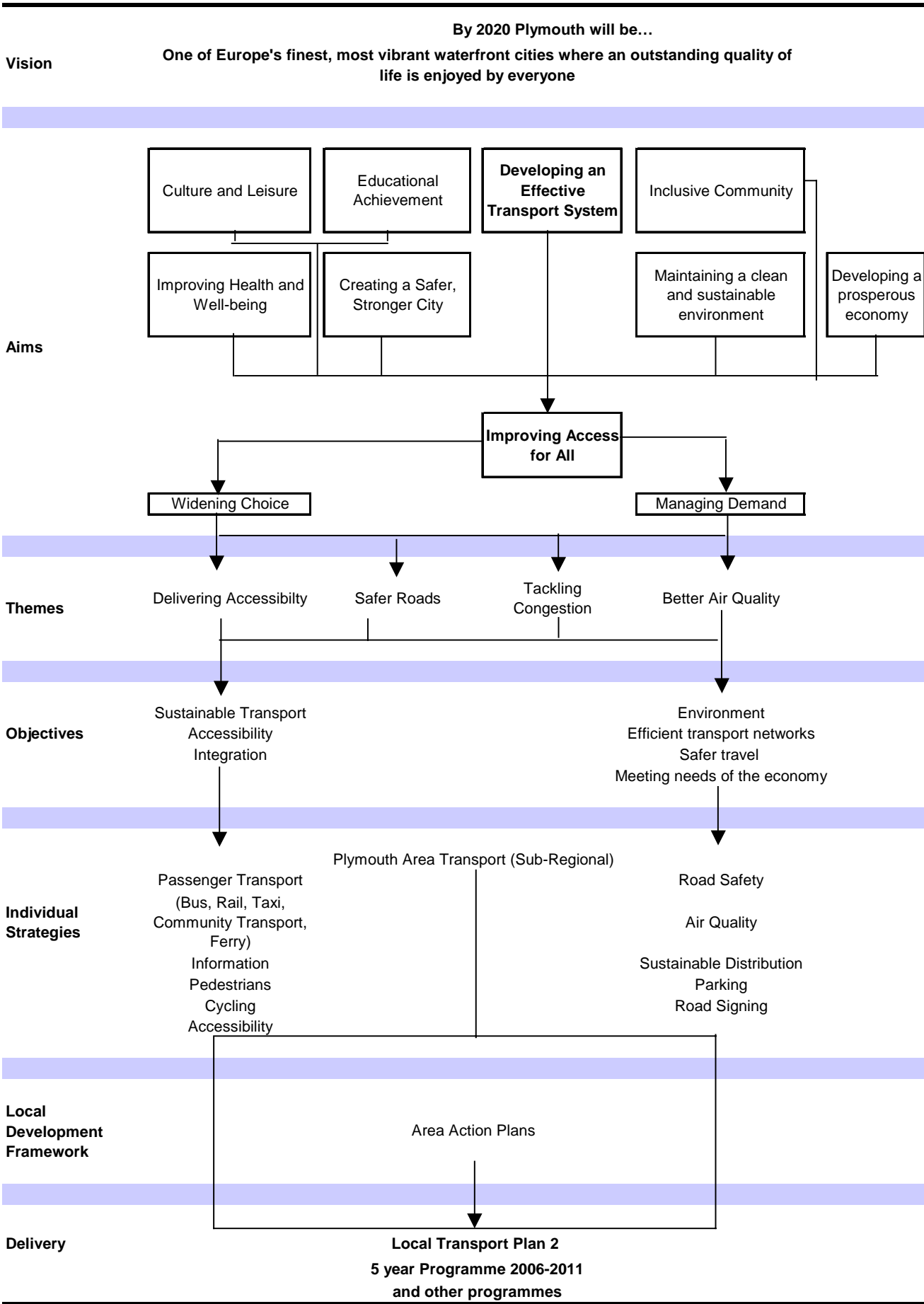
- Providing viable transport choices and developing sustainable transport
- Providing and improving accessibility to activities and services
- Providing an integrated transport network
- Protecting and enhancing the environment
- Ensuring travel can be undertaken safely
- Optimising the use of the existing transport network and services
- Ensuring timely and effective delivery of transport infrastructure
- Providing a framework for individual topic strategies

5.1.2 The City Council will also work with its partners to implement the Traffic Management Act, and fulfil its other statutory obligations, such as in the areas of road safety, parking, public transport and development control to create a safe and efficient transport network with minimum delay. More free flowing roads will improve the movement of people and goods, and contribute to the vitality of the local economy.

5.1.3 The elements of the LTP strategy arise from the identified problems and opportunities build upon the work of the sub-regional transport strategy, and other topic strategies. The sub-regional transport strategy sets measures into three categories of short (within 5 years), medium (10 years) and long-term (20 years) and is reproduced here as Table 5.1. Further work is required on this strategy, and to develop and reconcile the full programme that will be presented in Chapter 12 for the LTP2 final submission in 2006. At the heart, are management strategies that emphasise the movement of people and goods based on the level, timing, value and costs of each trip that will be used to refine services to re-shape transport patterns, bring about a more efficient use of existing transport resources and the most effective use of technologies that lead to a decrease in total vehicle traffic and increase accessibility and mobility. Measures will include HQPT supported by better conditions for walking and cycling, road system and parking control and management, co-ordinated public transport, travel incentives and planning, user friendly information and delivery services.

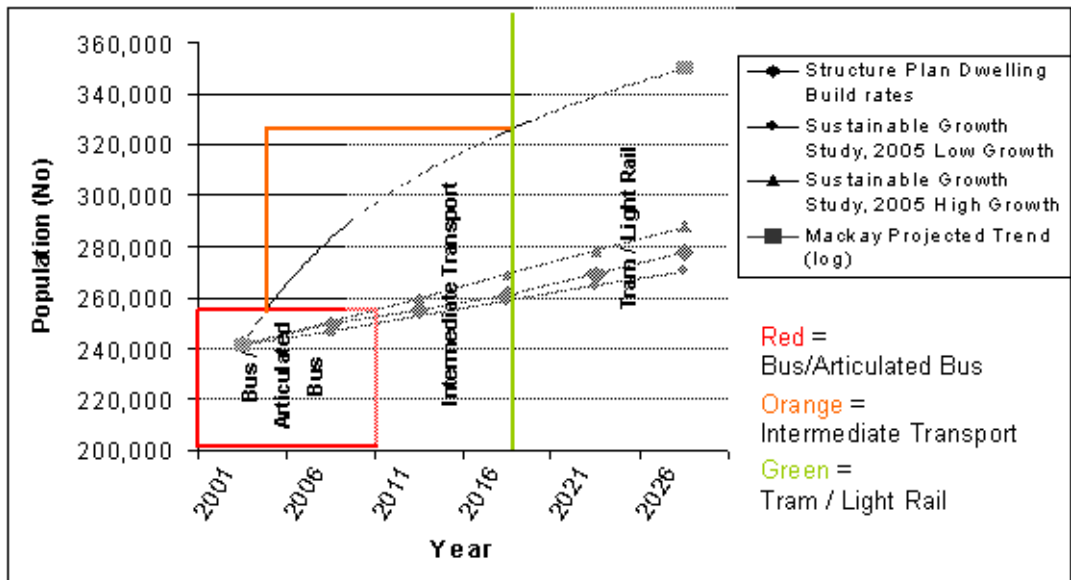
5.1.4 For HQPT a staged approach is foreseen with progression from bus to light rail that is cost effective and efficient in meeting rising social aspirations and mobility demands. Each stage is dependent upon evaluation (to attract capital funding), population growth (to generate revenue) and the development of a network wide approach to quality public transport provision. It is anticipated that bus provision will be adequate until 2010, and that Plymouth will require to begin introducing more tram-like vehicles or intermediate modes for this date and to upgrade further by 2025 as shown in Figure 5.2 and by the stages:

- Bus priority
- High quality buses with improved information and technology
- Intermediate transport largely segregated
- Guided intermediate transport, fully segregated
- Light Rail



**Figure 5.1 LTP Strategy Development**

**Figure 5.2 Indicative HQPT requirements by population growth**



5.1.5 As a first step the City Council, in partnership with the City’s main bus operators, will seek to develop a number of strategic principals and a HQPT service by:

- Developing a network of inter-modal interchanges or Mobihubs
- Providing an audit of all socially provided transport services whereby community, special needs and targeted transport assistance can be better integrated
- Developing a three-dimensional understanding of Plymouth’s bus network with an inter-operator/inter-authority/inter-agency consensus over the development of a Primary, Secondary and Tertiary bus network including a Plymouth Passenger Transport Growth Management Plan
- Providing a new interchange on the northern corridor and investigating potential new sites linked to development on the eastern corridor that will complement existing park and ride services
- Monitoring, on a monthly basis, patronage levels by service and impacts of route disruption to better understand patronage fluctuations and plan for the bus network
- Gradual increase in parking charges and reduction in car parks
- Improved information about transportation services and conditions

5.1.6 Details of the position at the city level are shown in Figure 5.3, and described in summary, and in more details, in subsequent themed sections and in the supporting documentation. In essence, a number of complementary measures will be introduced to take the strategy forward.



Table 5.1 Sub regional Transport Strategy		
Timescale	Strategy Element	Description
Within 5 years Short	<p><b>Develop a HQPT –Lines 1 &amp; 2</b></p> <ul style="list-style-type: none"> <li>◆ Prioritise provision of a high quality, high frequency route linking multi-modal interchanges (MMIs) at the Sherford new community and the city centre (Line 1).</li> <li>◆ Prioritise provision of a second route (Line 2) linking Sherford MMIs through Langage to Coypool Park and Ride site and onwards to employment areas in the north of the city.</li> <li>◆ Introduce services prior to first occupation of Sherford new community.</li> <li>◆ Give priority where appropriate, in the form of road space allocation and at signal controlled junctions to mass transport vehicles along the entire length of the routes.</li> <li>◆ Initially services will be operated using high concept road vehicles.</li> <li>◆ Investigate the feasibility of and funding sources for a Light Rapid Transit (LRT) system or guided bus way in the longer term.</li> </ul>	<p>A HQPT linking the Sherford new community with Plymouth city centre is contained within the Devon Structure Plan. MBM Arquitectes, authors of the Plymouth Master Plan envisage the city and surrounding area served by an LRT system.</p> <p>It is important that Line 1 of the HQPT is provided before first occupancy of the new community as this will give the service the best opportunity for success and provide the new residents and commuters, to the area a realistic travel choice. The new service needs to be protected from the delays and unreliability caused by traffic congestion, if it is to provide an advantage over travel by car.</p> <p>Detailed planning of the service needs to consider the longer term plans for a mixed-use development at the Plymstock Quarry site and aspirations for regeneration of Plymouth's Eastern Gateway.</p> <p>In order to attract customers unfamiliar to travel using public transport, the service should be operated using futuristic, stylish and visually stunning vehicles. Ideally an LRT system would be provided however, given the timescales required to plan and fund the required infrastructure, this is unlikely in the short or medium term.</p>
Short	<p><b>Develop a HQPT – Line 3</b></p> <ul style="list-style-type: none"> <li>◆ Refine high quality, high frequency route along the A386 northern corridor to link The George MMI with the city centre and Line 1. The service should also serve Plymouth Airport.</li> <li>◆ Investigate opportunities to provide additional priority to mass transport vehicles along the corridor.</li> <li>◆ Develop a Quality Partnership (between the City Council and a transport operator) to facilitate improved service delivery.</li> <li>◆ Investigate the feasibility of and funding sources for an LRT system or guided bus way in the longer term.</li> </ul>	<p>Analysis of census data shows that there is significant demand for travel along the city's north-south axis. This analysis is supported by the high demand for travel on conventional bus services along this corridor.</p> <p>Priority is already afforded to multiple occupancy vehicles along sections of this corridor however additional priority measures should be introduced wherever possible as they can also bring benefits to pedestrians and cyclists and may assist the introduction of LRT in future years.</p> <p>A Quality Partnership is a mechanism that can help to secure both the high quality vehicles and the priority measures necessary to make travel using a HQPT an attractive option.</p>
Short	<p><b>Provide Multi-Modal Interchanges within the Sherford New Community</b></p> <ul style="list-style-type: none"> <li>◆ Provide two multi-modal interchanges within the Sherford new community prior to first occupation. Both interchanges will be served by a HQPT and must be easily and safely accessible on foot, by bicycle, by motorcycle and by car.</li> <li>◆ At each interchange provide safe and secure parking facilities for bicycles, motorcycles, taxis and cars.</li> <li>◆ Provide real-time passenger transport information for HQPT.</li> <li>◆ The northern interchange must be easily accessible by road from the Deep Lane Junction of the A38(T) and the southern interchange from a junction at an appropriate location on the A379.</li> </ul>	<p>The provision of two multi-modal interchanges within the Sherford new community is contained within the Devon Structure Plan. The interchanges will provide residents with a choice of how they travel to Plymouth, will enable the best use of existing services to be made and will provide access to jobs that are provided at the development.</p> <p>The provision of parking facilities at the interchanges will also improve access to the city for parts of the population who live in rural, or more distant areas from which sustainable forms of travel are less viable.</p>
Short	<p><b>Apply Car Parking Charges at Multi-Modal Interchanges</b></p> <ul style="list-style-type: none"> <li>◆ Introduce a fee to park at the three new MMI sites</li> <li>◆ Charge those using the HQPT to a nominal fee that is significantly less than they would pay elsewhere in the city</li> <li>◆ Charge those who do not make use of the HQPT a fee comparable to other areas of the city</li> </ul>	<p>The new MMIs at Sherford and at the George will be located close to both housing and employment areas. The introduction of a nominal parking charge (significantly less than at other car parks within the city) would serve two purposes.</p> <p>Firstly, it would encourage those people who could easily access the MMI using other means (i.e. by walking, cycling or by bus) to consider how they travel rather than using a car by default.</p> <p>Secondly parking charges could be used to deter people from driving to their place of work and park at the MMI. For this to be effective those parking without using the HQPT should pay a higher charge. Such a system could involve validation of parking tickets on the mass transit vehicle, and may require integration of public transport and MMI parking ticketing systems.</p>
Short	<p><b>Integrate Feeder / Shuttle Bus Services with HQPT routes</b></p> <ul style="list-style-type: none"> <li>◆ Prior to introduction of the HQPT, negotiate changes to local bus services that will maximise their integration allowing the bus services to feed to or from the HQPT routes.</li> <li>◆ Ensure that shuttle services to and from Plympton and Plymstock are integrated with the HQPT Lines 1 and 2.</li> <li>◆ Investigate opportunities to provide or re-route shuttle services to and from the new Sherford interchanges to link with settlements such as Ivybridge, Cornwood, Sparkwell, Elburton, Brixton, Yealmpton, Wembury, Heybrook Bay, and the Erme Valley.</li> <li>◆ Investigate opportunities to provide or re-route shuttle services to and from railway stations within the Plymouth area.</li> </ul>	<p>Analysis of the 2001 census data shows that a significant number of people commute into Plymouth from settlements within South Hams. Some of this population may be encouraged to 'park' at the MMI and 'ride' into Plymouth, using HQPT. Altering service patterns, so that buses actively feed to and from the MMI sites, will benefit sections of the community without access to a car including some elderly, young or disabled members of society.</p> <p>These bus services could also provide Plymouth residents with access to employment opportunities in South Hams at settlements such as Cornwood, Sparkwell and the Erme Valley.</p> <p>Improving the integration of bus services with national and local rail services will help to improve the attractiveness of travel using public transport.</p>
Short	<p><b>Upgrade Interchange Facilities at Railway Stations</b></p> <ul style="list-style-type: none"> <li>◆ Where bus services feed railway stations Ensure that appropriate interchange facilities are provided.</li> <li>◆ On the community development lines local authorities may, in addition consider improvements to the quantity and standard of parking provided.</li> </ul>	<p>The types of facility provided will depend upon the location of the interchange (i.e. rural or urban etc) and the level of use.</p> <p>Basic requirements are shelter from wind and rain, timetable information and seating. Walking distance between modes should be minimal and routes should be safe and in good condition.</p>

Table 5.1 Sub regional Transport Strategy		
Timescale	Strategy Element	Description
Short	<p><b>Improve Integration of Public Transport Services</b></p> <ul style="list-style-type: none"> <li>◆ Co-ordinate service timetables and interchange locations in order to provide seamless travel using more than one form of transport.</li> <li>◆ Introduce a multi-modal / multi-operator ticketing schemes.</li> <li>◆ Consider off-vehicle ticket sales.</li> <li>◆ Ensure ticketing is not affected by local authority boundaries.</li> </ul>	<p>Co-ordination of transport service patterns will reduce the distance passengers have to walk between modes or wait for a connecting service, both of which are factors that can deter travel using public transport.</p> <p>Multi-modal / multi-operator ticketing will also help promote travel by public transport. Integrated ticketing will particularly benefit those without access to a car that may travel by bus at both ends of their journey on the HQPT or on the Tamar Valley Line.</p>
Short	<p><b>Implement Pedestrian and Cycle Schemes Linked to Multi-Modal Interchanges at the Sherford New Community</b></p> <ul style="list-style-type: none"> <li>◆ Provide safe pedestrian and cycle links to the multi-modal interchanges from local settlements prior to introduction of the HQPT.</li> <li>◆ Provide safe pedestrian and cycle links to the MMI from within the new community as construction is completed.</li> <li>◆ Pedestrian and cycle routes should be clearly signed as this will help to promote their use. Signing of destinations, such as MMI site or local shops will be important to promote their use.</li> <li>◆ Wherever possible pedestrian and cycle routes should be linked to national networks.</li> </ul>	<p>In order to improve travel choice it is important that access to the MMI sites is possible using various forms of transport. The real or perceived threat of accidents often given a reason for not walking or cycling. By introducing measures that improve the safety of pedestrians and cyclists and give them priority where appropriate will redress these perceptions to some degree.</p> <p>So that travel choice is immediately available, safe routes from established settlements should be available when the MMIs are opened. Safe routes from within the new communities should be available before housing areas are completed. Adequate signing is important since the routes are less likely to be used if people do not know where they lead.</p> <p>Links to national pedestrian and cycle networks will help to encourage sustainable tourism.</p>
Short	<p><b>Focus Provision of Cycle Networks on Continuous Routes</b></p> <ul style="list-style-type: none"> <li>◆ Implement sections of the National Cycle Network proposed by Sustrans. Priority should be for: <ul style="list-style-type: none"> <li>• a new link from the existing NCN Route 2 at Langage, through the Sherford New Community to Elburton;</li> <li>• a link parallel to, or along the A379 between Elburton and Laira Bridge;</li> <li>• Implementation of proposed routes in Caradon to serve, Millbrook and the ferry services to Plymouth, and links to the Torpoint ferry from the City Centre; and</li> <li>• A link parallel to the A38 between existing NCN Route 2 at Langage and Coypool MMI.</li> </ul> </li> <li>◆ Extend local networks to links with National network and to provide safe, continuous routes between trip origins and destinations (e.g. MMIs, hospitals, housing areas, shopping centres etc).</li> </ul>	<p>When developing national and local cycle networks, resources should be focused upon the provision of continuous routes. Continuous routes are generally perceived as being 'complete' and for this reason are easier to promote, providing opportunities for a press launch and active marketing.</p> <p>Focus upon safe and continuous routes can also encourage more people to cycle by improving sections of the route where safety is a real or perceived problem. The provision of continuous cycle routes would benefit not only local people who cycle to get to work or for pleasure, but also visitors to the area.</p> <p>Close working with the Highways Agency will support this measure since completion the cycleway provision parallel to the A38 between Bodmin, Plymouth and Exeter was identified in their A38 Route Management Strategy as a desirable outcome (RWO 27).</p>
Short	<p><b>Redress Severance Caused by Major Roads and Railways</b></p> <ul style="list-style-type: none"> <li>◆ Identify locations on the local road network where roads sever communities and implement mitigation measures such as pedestrian, cycle or equestrian crossings.</li> <li>◆ Work with the Highways Agency and Network Rail to identify locations where the A38 or the railways sever communities and lobby for improvements.</li> </ul>	<p>Priority should be given to assessing locations where national cycle or pedestrian routes cross main roads or the railways or where there is a proven demand for them to do so. Improvements at these locations will benefit not only the local population, but will also benefit visitors to the Plymouth area</p> <p>The HA's A38 RMS contains a commitment to progress the NMU crossing improvements previously identified (RWO 26). NMU Links between Plympton and Sherford new community should also be considered, as there is significant potential for the A38 to act as a barrier between these two settlements.</p>
Short	<p><b>Continue to Support Community Rail Development</b></p> <ul style="list-style-type: none"> <li>◆ Continue to support The Devon and Cornwall Rail Partnership (DCRP) and work to promote both the Looe and Tamar Valley Lines.</li> <li>◆ Support changes to service patterns that will further optimise use of the line by both commuters to and from Plymouth and by visitors to the areas surrounding Plymouth.</li> <li>◆ Introduce multi-modal / multi-operator ticketing scheme.</li> <li>◆ Support the provision of demand responsive transport to serve stations on the Tamar Valley Line</li> <li>◆ Provide tourist travel information relating to travel on both the Looe Valley and Tamar Valley Lines.</li> </ul>	<p>The Tamar Valley Line is already used by commuters travelling to Plymouth from the north of the city and is can be crowded at peak times. Opportunities to increase capacity should be investigated.</p> <p>Growth in passenger numbers can be encouraged by making the service more easy to use through multi-modal ticketing and through the provision of demand responsive transport.</p> <p>There is potential for greater use of both the Tamar Valley and Looe Valley Lines outside peak times particularly by tourists and visitors to the area. Provision of accessible travel information is at straightforward way to encourage this growth.</p>
Short	<p><b>Re -assess Viability of Re-opening the Drake Line to Tavistock.</b></p>	<p>Although this option has previously been tested, cost assessments were based on the assumption that network rail construction standards would apply. Following the publication of the Strategic Rail Authority's Community Rail Strategy, this may no longer be the case.</p> <p>Patronage forecasts should assess different combinations of demand restraint and public transport provision within the Plymouth area.</p>
Short	<p><b>Give Priority to Buses and Cyclists at the Torpoint Ferry</b></p> <ul style="list-style-type: none"> <li>◆ Allow buses and cyclists to be the first vehicles to board ferries</li> <li>◆ Give priority to buses and cyclists on the approach to the ferry terminals potentially in the form of priority lanes.</li> </ul>	<p>In order to maximise the benefits of planned bus service improvements on strategic routes between Caradon and Plymouth, additional priority should be given to buses crossing the Tamar River at the Torpoint Ferry.</p> <p>Buses could receive priority simply by being the first vehicles to board, and subsequently the first to disembark the ferries.</p>

Table 5.1 Sub regional Transport Strategy		
Timescale	Strategy Element	Description
Short	<p><b>Continue to Use Intelligent Transport Systems to Optimise Performance of Highway Network</b></p> <ul style="list-style-type: none"> <li>◆ Support any proposals for use of active traffic management of the A38(T) within the Plymouth Urban Area resulting from HA's RMS (LSO 13).</li> <li>◆ Actively work with the HA to seek measures to optimise traffic flows at the Marsh Mills Junction between the A38(T) and the A374 (LSO 16).</li> <li>◆ Improve provision of real time travel information on local roads.</li> </ul>	<p>Intelligent Transport Systems (ITS) can be used to optimise traffic flow across the highways network.</p> <p>Urban traffic control (UTC) systems within the Plymouth area should be used to optimise flows on the principal road network with the aim of achieving consistent travel times for all road users.</p> <p>Another common application of ITS is the provision of real-time travel information, often in the form of car park occupancy or passenger transport data. There is potential to expand and improve the use of this technology within the city and potentially at, and on the approaches to MMIs.</p>
Short	<p><b>Continue to Support Waterborne Transport within the Plymouth Area</b></p> <ul style="list-style-type: none"> <li>◆ Provide interchange opportunities at ferry boarding platforms.</li> <li>◆ Ensure facilities for pedestrians and cyclists at and on approaches to boarding platforms are safe, attractive to use and fully accessible.</li> <li>◆ Assess opportunities to provide infrastructure in support of waterborne travel at waterside regeneration areas</li> <li>◆ Assess opportunities for integrated ticketing.</li> </ul>	<p>The Cremyll and the Oreston passenger ferries provide an important passenger service by improving access and linking areas of deprivation with Plymouth.</p> <p>Ferry services are also an effective way of encouraging sustainable tourism and can be an attraction in their own right. Closer integration of services with accessible timetable information will help to make waterborne transport more attractive.</p>
Short	<p><b>Support the Use of National Coach Services for Inter-urban Travel</b></p> <ul style="list-style-type: none"> <li>◆ Make provision for national coach services to pick up and set down at Sherford new community northern MMI.</li> <li>◆ Promote non-scheduled stops by coach services operating between Exeter, Plymouth, Truro and Newquay.</li> </ul>	<p>Some operators of national coach services allow unscheduled stops on request, potentially allowing passengers to be picked up or dropped closer to their homes.</p> <p>This provision is currently not publicised. If it were it could increase the attractiveness of travel by coach.</p>
Short	<p><b>Apply Accessibility Linked Maximum Parking Standards to Planning Applications</b></p> <ul style="list-style-type: none"> <li>◆ Lower the maximum permissible number of parking spaces at locations that are easily accessed by sustainable forms of transport.</li> <li>◆ Increase the financial contribution required of developers at sites that are less accessible by sustainable forms of transport.</li> <li>◆ Identify coherent and transparent methodology for determining the above.</li> </ul>	<p>Maximum parking standards are already applied within each of the local authorities. Linking the maximum restriction and/or level of developer contribution to accessibility of a site by other, non-car, forms of travel should be used to encourage development in appropriate locations and to adequate funding when less appropriate sites are developed.</p> <p>It is important that all the neighbouring local authorities work together when determining the maximum standards, accessibility criteria and levels of accessibility payments to avoid unnecessary competition between urban centres.</p>
Short	<p><b>Support the use of technology to facilitate home working</b></p>	<p>Making working from home and using broadband technology for video-conferencing more accessible and acceptable will reduce both the need to travel and could reduce peripherality by making the sub-region more accessible to business.</p>
Within 10 years Medium	<p><b>Assess Potential Extensions to HQPT</b></p> <ul style="list-style-type: none"> <li>◆ Investigate the potential to extend the HQPT. In the medium term, extensions to the network may be road based. Potential extensions include: <ul style="list-style-type: none"> <li>• Link between Lantage (Line 1) and Derriford or the George MMI (Line 2), creating a circular route</li> <li>• Link between Manadon (Line 1) and the residential area of Ernesettle Green.</li> <li>• Links to the west of the City and into the travel to work area</li> </ul> </li> </ul>	
Medium	<p><b>Assess Potential for a Liskeard Park and Ride Facility</b></p>	<p>The Strategic Rail Authority's Community Rail Development Strategy suggests assessment of a park and ride site close to the A38(T) and a Looe Valley Line station. The facility would be marketed towards tourists travelling to the seaside resort of Looe.</p>
Medium	<p><b>Trial Carshare Parking Areas</b></p> <ul style="list-style-type: none"> <li>◆ Designate parking spaces within publicly controlled car parks for the use of car sharers only.</li> <li>◆ Focus marketing of the scheme on motorists travelling from Cornwall in order to relieve congestion at the Tamar Bridge and on the Torpoint Ferries.</li> <li>◆ Link promotion of the scheme to the Cornwall and Devon Carshare Schemes already in operation.</li> </ul>	<p>Encouraging multiple occupancy of private vehicles is one way to make optimal use of existing highway capacity and enables those who are reliant on private vehicles to travel in a more sustainable way.</p> <p>Motorists who share their journey already benefit by having the opportunity to share vehicle running costs and parking charges. This advantage could be amplified if priority spaces were reserved for car sharers in public car parks.</p> <p>One of the difficulties at the current time is enforcement of carshare schemes. Trials across the city could be used to determine appropriate methods of enforcement.</p>
Medium	<p><b>Improve Landing / Interchange Facilities for Visitors Arriving in the City on Pleasure Cruisers</b></p> <ul style="list-style-type: none"> <li>◆ Provide high quality waiting facilities close to cruise ship landing point (including shelters, telephones).</li> <li>◆ Provide travel information (including timetables and private hire telephone numbers).</li> <li>◆ Provide drop off / set-down area for hackney carriages and private hire vehicles.</li> <li>◆ Provide coach and bus pick-up / set-down area.</li> </ul>	<p>Visitors are important to the economies of the city and of Devon and Cornwall. Dockside facilities provide visitors arriving on pleasure cruisers with their first impression.</p> <p>It is therefore important to portray a smart, progressive image that will reflect well on the whole area. Regeneration of the Millbay area of the city will improve visitors' first impressions. Provision of high quality infrastructure will build upon this regeneration.</p>

Table 5.1 Sub regional Transport Strategy		
Timescale	Strategy Element	Description
Medium	<p><b>Re-locate Plymouth Bus Station</b></p> <ul style="list-style-type: none"> <li>◆ Locate the new interchange in a central location within easy walking distance of the railway station at a site that is accessible from the HQPT and on foot or by bicycle.</li> <li>◆ Provide a high frequency shuttle service between the railway and bus stations and mass transport interchange.</li> <li>◆ The new interchange must include: <ul style="list-style-type: none"> <li>• Comfortable, sheltered waiting areas</li> <li>• Regularly cleaned toilet facilities</li> <li>• Ticketing / payment facilities</li> <li>• Retail and refreshment premises</li> <li>• Real-time passenger information</li> <li>• Drop off / set-down area for taxis and PHVs.</li> <li>• The new interchange must be designed to ensure the personal security both of staff and passengers</li> </ul> </li> </ul>	<p>Plymouth bus station serves the city and its surrounding area. It acts as an interchange for local services and national coach services; and is the first part of the city seen by many of its visitors.</p> <p>The present location of the bus station is some distance from Plymouth railway station, is inconspicuous and relatively inaccessible by foot. The buildings are dilapidated and only limited services are provided (WCs, refreshments etc).</p>
Medium	<p><b>Reduce the Number of Long Stay Commuter Parking Spaces in Plymouth City Centre Through Management of Local Authority Car Parks.</b></p>	<p>MBM Arquitectes propose a reduction in the number of city centre car parking spaces in order to intensify the density of development and inspire a more urban feel. They recommend that parking provision is “re-focused on the edges” of the central core to re-establish links with the surrounding areas but also state that a net reduction in overall city centre parking capacity should be achieved in the longer term.</p> <p>This approach is supported by Planning Policy Guidance 6, which supports policies aimed at making better use of existing parking provision and which “give priority to short-term parking for visitors to the town centre, such as shoppers [or tourists], and discourage long-term parking for commuters”.</p> <p>A reduction in city centre commuter parking may increase the economic viability of public transport routes serving the central area.</p>
Medium	<p><b>Demand Management</b></p> <ul style="list-style-type: none"> <li>◆ Investigate using parking charges to reduce the attractiveness of commuting</li> <li>◆ Consider feasibility of using charging to provide revenue for public transport improvements</li> </ul>	<p>Using financial mechanisms to control travel demand can help to achieve modal shift where alternatives to private car use exist.</p> <p>A precedent for this already exists at the Tamar Bridge and Torpoint Ferry crossings.</p> <p>Following the successful introduction of congestion charging, other cities are now considering similar schemes – this should be monitored and assessed.</p>
Medium	<p><b>Prepare Plymouth sub-regional Accessibility Mapping</b></p>	<p>Accessibility mapping is being used independently by local authorities in the preparation of local transport plans. Given the interdependence of the Plymouth and its surrounding areas, even rudimentary sub-regional accessibility mapping will be of benefit for inter-authority working (i.e. bus service planning, application of parking standards etc).</p>
Within 20 years Long	<p><b>Introduce a Light Rapid Transit System</b></p> <ul style="list-style-type: none"> <li>◆ Introduce a continuous Light Rapid Transit (LRT) route that follows Lines 1 and 2.</li> <li>◆ Expand LRT network to further areas of the mass transit network.</li> </ul>	<p>Introduction of an LRT system is likely to require significant levels of external funding; could involve land acquisition and would include significant engineering works (service diversions, rail alignments etc). It will therefore require careful assessment and long term planning.</p> <p>The establishment of road-based Mass Transport in advance of an LRT system will help to develop the demand for corridor services and if road space is allocated to the vehicles will pave the way for the necessary engineering measures.</p>
Long	<p><b>Re-open the Drake Railway Line to Tavistock</b></p>	<p>Highly dependent upon assessment of the scheme’s viability. Consideration should be given to forms of transport other than heavy rail (i.e. light rail with transport interchange at Bere Ferrers).</p>

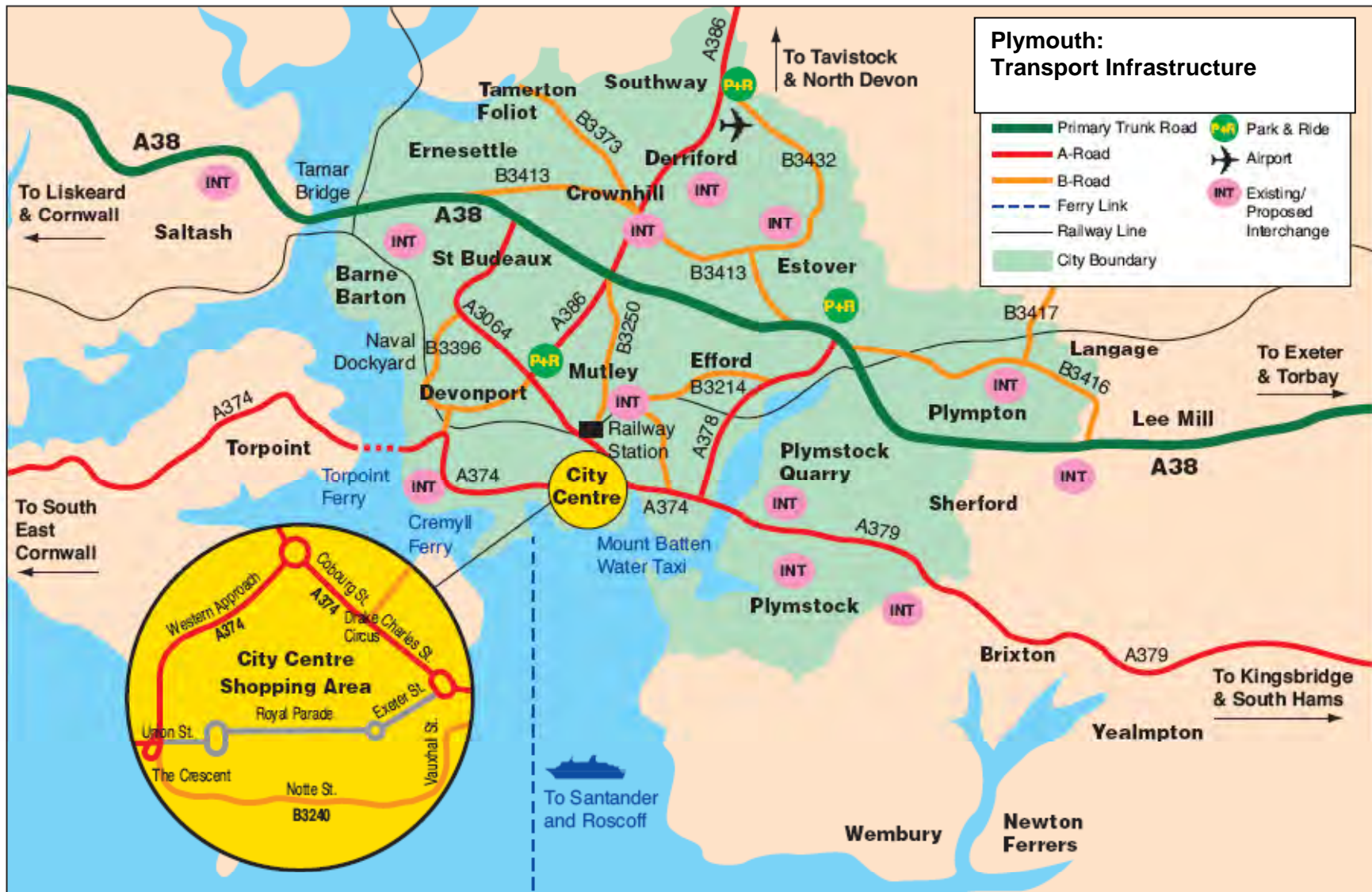


Figure 5.3 Plymouth's Transport Infrastructure

## 5.2 Specific Measures

### *Improving Access - Widening Choice:*

- Maintaining bus services at 10 minute intervals or better along strategic corridors
- Development of the public transport system to include a range of complementary public transport, Demand Responsive Transport, shared taxis, community transport, conventional bus services connecting to main corridors
- Improved interchange facilities
- New park and ride
- Enhanced cycle and pedestrian route network
- Improved pedestrian facilities
- One stop transport co-ordination centre

### *Improving Access - Managing Demand:*

- Road safety measures
- Traffic calming
- Speed reduction
- Reallocation of road space in accordance with the appropriate route hierarchy
- Environmental enhancement and Home Zones
- Improved maintenance of roads, footways
- Parking policies to restrict parking by pricing or physical means linked to public transport and high access by on foot and by cycling.
- New interchanges along the City's main approach corridors
- Improved walking and cycling network

### *Priority for travel in the Central area of the City:*

- Walking
- Cycling
- Public Transport
- Essential vehicles

## 5.3 Testing the Strategy

5.3.1 The strategy is subject to further testing and these assessments will refine the overall LTP2 strategy, themes and supporting components for the final submission in March 2006. These include:

- Assessments: SEA; Equality, Accessibility
- Appraisals
- Community Involvement

*Strategic Environmental Assessment:*

- 5.3.2 A Strategic Environmental Assessment of LTP2 has been jointly undertaken with that for the LDF and Waste Strategy. A scoping study was completed in March 2005 and further work to test the strategy is anticipated after submission of the provisional LTP2.

*Equalities Impact Assessment:*

- 5.3.3 To accord with the implementation of the Equality Standard for local government, as incorporated within the Best Value framework (BVPI 2a), LTP2 will be subject to an Equality Impact Assessment to determine whether:

*Policies, practices, criteria or processes could place groups or individuals (determined in terms of age, disability, gender, race, religion or belief, sexual orientation) at a disadvantage.*

- 5.3.4 If this were found to be the case it would mean there would be a disproportionate or adverse impact, on the above groups and discriminatory practice exists or could exist. Dependent on the relevance of the policy and its potential for disproportional impact the following steps will be carried out:

- Monitoring: looking for trends and patterns
- Consultation: with service users
- Critical judgement: pulling together of information from the above, assessing the policy, and making a balanced decision

*Community Involvement:*

Background

- 5.3.5 The consultation and participation element of LTP2 is just part of the City Council's wider ongoing commitment to involve the community more in all aspects of local service provision. Indeed, Plymouth's City Strategy and Action Plan 2004/09, which links into Plymouth's Corporate Plan 2004 – 2007, states that a key objective is to work towards:

*'A City where all the needs of all its citizens are met by high quality, cost effective services and outstanding levels of community involvement.'*

- 5.3.6 The City Council understands the importance of the consultation process in developing its LTP2. It recognises that transport policies that encourage the use of alternatives to the private motorcar can only succeed if they receive support from both the public and key stakeholders. It also recognises that it is necessary to take a holistic approach to transport planning, in which the need to address the underlying causes of unsustainable travel (people's perceptions together with attitudinal and behavioural reasons) are key. In response to this, a consultation strategy has been developed that:

- Engages the public in the transport planning process and
- Consults with stakeholders, including businesses, transport operators, neighbouring authorities and other interest groups at the policy development stage

### Previous Consultation and Surveys

- 5.3.7 Work undertaken on the current LTP (2001-2006), together with other consultation work done outside the transport department, shows that the public perceive local transport issues as important. More recently, a survey carried out in November 2004 through the 'Plymouth Points of View' residents' panel, produced 975 responses to the transport element of the survey. Road safety and tackling congestion were seen as the most important transport priorities. Residents also wanted to see more frequent, reliable and cheaper bus services.
- 5.3.8 Meanwhile, the City Council produced a leaflet, to both summarise the transport improvements in the city covered by the 2004 APR, and raise public awareness about LTP2. Over 350 responses to the accompanying questionnaire were received. Within these, it was again noted that public demand for improving bus services came across strongly.

### Specific Consultation on LTP2

- 5.3.9 The consultation strategy for LTP2 involves a wide range of different methods and types of community participation, broadly divided into three main elements. These are:
1. Awareness Raising Activities: this includes posters, leaflets, press and radio advertisements, public meetings, and telephone and email contacts.
  2. Stakeholder Consultation: this has largely taken the form of a series of 'panel hearings' with around 35 key stakeholders, both gain an understanding of their key issues, concerns and recommendations, and assist with the development of the plan. There have also been a number of events held with transport operators and other stakeholders.
  3. Public Involvement: initial on-street interviews with members of the public were carried out to examine public perception of the City's transport systems.
- 5.3.10 A major public involvement exercise is scheduled for the Autumn 2005 to allow consideration of LTP2 before finalising the document for the March 2006 submission. Further details can be found in the supporting consultation report.
- 5.3.11 The objectives of the consultation on Plymouth's Local Transport Plan reflect those outlined in the Statement of Community Involvement on Plymouth's Local Development Framework. These being:
1. To increase awareness and understanding of the Local Transport Plan and transport issues in Plymouth's communities.
  2. To tap into the vast amount of knowledge that local people, groups and organisations (referred to as stakeholders) have about the City, to ensure that transport planning decisions are based on sound information and evidence.
  3. To seek wide involvement from all sectors of the community and stakeholders in identification of key areas of future transport development in the City.
  4. To provide opportunity for all citizens and other stakeholders to put forward their views on transport matters.
- 5.3.12 The Consultation Report outlines the methodology of the approach taken in the Phase 1 Consultation and reports the results and details how these results have been incorporated into LTP 2. The document will also be used to inform other strategy

development work within the authority, the prime examples of these being the Local Development Framework and the School Implementation Plan 2005-2015.

5.3.13 Although the consultation process is still ongoing, a number of requests for improvements to the transport system are common amongst the comments received, and these have been used to feed into the strategy formulation process. They include:

- Co-ordinated public transport services and tickets
- Altered public transport services to serve a wider range of needs, destinations and activities, outside traditional operating hours, such as during weekends, evenings and to coincide with special events
- Safer cycling and walking
- Enhanced entrances to the City by road, rail, air and sea
- Improved information in different formats covering pre-journey and the duration of travel, including planning; details of services, routes, and fares signing and way marking of routes for all forms transport
- Changed street layouts to favour the community in specific neighbourhoods, through more 'Home Zones'
- Optimised operation of the City's strategic roads
- Improved maintenance of the City's roads, cycleways, footways and car parks
- Improved quality of public transport vehicles and ferries

