

BUS SERVICE IMPROVEMENT PLANS FUNDING RPPTUG PROPOSALS TO IMPROVE BUS SERVICES IN THE RAME PENINSULA AREA

(I) FLAGSHIP PROPOSAL TO TRANSFORM THE NO.75 LISKEARD – TORPOINT BUS SERVICE. BY OPERATING IT AS A THROUGH BUS SERVICE TO & FROM PLYMOUTH

Operate the No.75 Bus Service with the same calling points as now between Liskeard and Torpoint but extend the service over the Ferry to Plymouth Royal Parade, connecting on the Devonport Side of the Torpoint Ferry with the No. 34 Plymouth – Derriford Hospital – George Junction Bus.

Compile a new time table with say at least 8/10 buses each way on weekdays including a service that will enable residents of Seaton & Donderry (population 1,300) etc. for the first time to commute the short distance to Plymouth to work or attend schools/colleges or one of the three city universities etc:

In June 2023 the RPPTUG distributed a questionnaire throughout the Torpoint & Rame Peninsula Area to obtain bus users feedback – Question No 3 read - "The 75 bus route currently terminates at Torpoint. The RPPTUG is campaigning to extend this route to Plymouth. How do you rate this proposal?" The favourable agreement responses we received was given as 4.5 out of a possible 5 marks which is 90% and therefore gives us a clear mandate to pursue the proposal.

The new service would replace the current unreliable No.75 connecting two hourly bus service that involves a 25 minutes wait at Torpoint on an outward journey to Plymouth and a tight 6 minute connection on the return journey. There is not a connecting bus from Plymouth between 13.00 & 17.20 (last connecting No.70 Bus). Inevitably if a Liskeard-Torpoint Bus is late or cancelled etc. the return bus from Torpoint is also likely to be late or cancelled, as many have experienced. With a through bus service to & from Plymouth a replacement bus and driver from Milehouse could be provided whenever the outward journey from Liskeard fails to arrive due to a breakdown or other reasons.

BENEFITS – The official Government document published about the Mid Cornwall Metro Scheme stated it "will really enhance services, better connecting people with jobs, students with education services and leisure opportunities for all, providing valuable support for the community and local economies" It also said it would encourage walking. This we think could certainly also apply to the above proposal albeit on a smaller scale particularly as far as cost is concerned, which would of course only be a very tiny fraction of the Metro Cost.

The important locations in Plymouth (Population 264,700) that the 75 Bus would likely stop near i.e. within a short walk are :- The Devonport Royal Dockyard (employs over 6,000), Princess Yachts (employs over 3,000), The Plymouth Life Centre (one of the country's leading indoor sporting venues), Home Park Football Ground, Central Park, Plymouth Railway Station, Two universities (Plymouth University & The Arts University), the renowned Box Museum & Galleries, The Theatre Royal ("the largest best attended regional producing theatre") The Pavilions Entertainment Centre, the City's Shopping Centre, National Marine Aquarium, numerous restaurants, The Barbican & The Hoe. If you add the connecting No.34 City Bus (mainly half hour frequency), then this goes direct to the largest hospital in the South West (employs over 10,000) & stops near the Marjon University

There is also tremendous potential to attract Day Visitors from Plymouth on the 75 Route if it becomes a through bus and is afforded good publicity. It traverses along a very scenic river & coastal route that includes several miles running alongside the South West Coastal Path that of course attracts many walkers some of whom use the bus at times. The bus calls at the three attractive coastal villages of Portwrinkle, Donderry & Seaton all of whom have easily accessible beaches, toilets, cafes/restaurants, & pubs/hotel etc: Portwrinkle has an attractive ancient small harbour, Seaton a Countryside Park. Near Torpoint there is Antony House (National Trust) and the Antony Woodland Garden. Joint fare tickets with other local bus & even rail routes could be made available.

The RPPTUG consider that this proposal if agreed is the best & most economical way of giving back a better bus service for many, and substantially improving the bus service where it is most needed in our area