

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

(2) Request that the Late Evening 22.55 ex Royal Parade – HMS Raleigh No. 70 Bus to be extended as previously to Millbrook.

This bus ran through to the Rame Peninsula for over 23 years prior to it being cut in April 2022 and it has since been much missed by late shift workers, theatre goers and others, and was headlined on the front page of an article in the Cornish Times. The RPPTUG have put forward compromise suggestions and have been very surprised and disappointed that proposals to run the extended service on just two or even one night a week have been rejected outright, with it would seem no regard to the beneficial effect this could have on climate change by those who now have no alternative to using their car. Electric buses funded by government grants will soon be used on this route so it is surely important that these buses are well used, We have also approached the Rame Community Bus Group to ask if they could connect to the No 70 Bus at HMS Raleigh but they replied that it would not be practical for them.

(3) The need for a Bus Service from villages in the Rame Peninsula to operate to & from St Germans Station to connect with GWR Train Services.

Currently some 50 trains call at St. Germans each day on weekdays that include 22 through trains in total to & from London Paddington, Cardiff & Bristol etc. The St. Germans PTUG have carried out extensive surveys that have been published and demonstrate the need that there should be a concentration on linking bus services between villages like Donderry, Seaton, Craffhole, Millbrook & Cawsand/Kingsand etc to St. Germans Station,, It should be recognised that there is a potential attraction for tourists wanting to visit the Rame Peninsula by train and bus. GWR have demonstrated their interest in encouraging such integrated services.

It should be mentioned that back in 2002 a demand responsive Bus Service named Corlink with two 8 seater mini buses that carried wheelchairs, was installed and based at St. Germans as part of the then Governments Rural Bus Challenge. It was ideal for those who were able to use the service but its boundaries were limited to a few miles and although extended it never included Millbrook or Cawsand/Kingsand. Despite much organised protests the service was short lived and was withdrawn in 2004. Since then the number of trains calling at St. Germans station and the annual footfall there have both more than doubled !

(4) Extending No. 70 Buses to run through to Derriford Hospital.

The Cornwall Rural Community Charity have recently contacted our Cornwall Councillor Kate Ewert about support to implement the return of the direct bus service from the Rame Area to Derriford Hospital. We have noted that the through bus mentioned only operated for approx. 3 years from around 2009-2012 and was an extension of the then First Bus No. 81 Cremyll- Royal Parade Bus Service, through the government funded Kickstart Project. At that time there was not such a very good connecting Bus Service from the Devonport Side of the Torpoint Ferry that now exists, which City Bus has developed well with their No.34 Bus that runs direct to the Hospital via Peverell with a 30 minute frequency on Weekdays during most of the day. It also operates on Sundays

We appreciate however, there are some bus users, particularly the handicapped who understandably would prefer using a through bus service to Derriford Hospital regardless of the length of journey time, and we would support this request if it can be arranged – would it be possible to integrate No. 70 Bus Route with a City Bus Service operating from Royal Parade on a fairly direct route to the Hospital?

It should be mentioned that the No. 71 Bus operated from Liskeard to Derriford Hospital via Menheniot. St. Germans & Saltash until April 2022 since when it has since only run between Saltash & Derriford. This has meant that the large villages of Menheniot & St. Germans have not only lost their important link to the Hospital but have lost all their bus links to Liskeard & Saltash except for once a week bus services.

(5) Sunday Bus Services to cover more destinations in the Rame Peninsula.

This again would enable more local residents and visitors to use the new electric buses & help climate change.

(i) Re-routing existing bus services incurring only marginal additional costs-

(a) Re routing all the five Royal Parade – Cremyll Sunday No 70 Buses to become 70B Buses as previously happened several years ago via Sheviok & Craffhole & to now also include calling at Portwrinkle in the Summer or alternatively

(b) Re route two buses each way namely the 08.25 & 10.25 ex Cremyll – Royal Parade Buses and the 14.20 & 16.20 ex Royal Parade No 70 Buses to become 70B Buses.

When implemented either of the above proposals would enable more local residents to shop in the City and use Plymouth Railway Station particularly as taxis are more expensive on Sundays. They would also help visitors to Portwrinkle when the car park and all available spaces are full, as the village has two popular easily accessible beaches an attractive harbour and amenities i.e. public toilets plus a cafe, a restaurant, and the hotel when it reopens. The Bus currently has a turn round time of 20 minutes in Plymouth and adjustments can be made to the initial outward morning bus services from Milehouse.

(ii) Revive as a No. 75 Bus, the Royal Parade to Looe & Polperro Sunday Bus Service

This used to be very successfully operated by the First Bus Company several years ago, when they were often observed running full to capacity. The villages of Portwrinkle, Donderry & Seaton all have easily accessible beaches, the Seaton Countryside Park, and amenities including toilets and a number of pubs cafes and restaurants. The car Parks and all car parking spaces in all three villages are frequently full on Sundays in the Summer.

X - Proposed Alteration to No.70/70B Weekdays Service that we assume is being progressed following our October 31st Meeting when this was put forward and discussed, and will hopefully appear in the next timetable changes. – there is no additional cost whatsoever involved, but it will benefit some local residents in the future:-- To operate the 12.00 ex Royal Parade- Cremyll No. 70 Bus on weekdays as a 70B Bus via villages in the Sheviok Parish instead of the 13.00 ex Royal Parade Bus, which will revert to being a N0.70 Bus. This request was made as there is not a No.75 Bus connection to the 12.00 ex R.P. Bus but there is one to the 13.00 ex R.P. Bus. This will also be of benefit to those shopping in Torpoint etc; by improving the frequency choice of return buses.

Y - RTPI (Real Time Passenger Information) – Whilst RTPI has been installed for several years at most bus stops in the Rame Peninsula Area, it has not yet been installed at any of the bus stops on the 75 Bus Route between Antony and Liskeard, where we consider it has been and still is most needed. Although the situation is again under current review, it is important that RTPI is installed asap at these locations where if a bus is cancelled there is a 2 hour wait for the next bus, or if it is late a connecting bus can be missed. RTPI is also not available at Freathy, where there is also a need.