

Devon Local Transport Plan 2006-2011 – Panel Hearings

Rail Passenger Council & South West Passenger Transport Users Forum - Gerrard Duddridge

Issues / Concerns

- Thoughts centre on timetabling & the best use of existing resources.
- Talking about integration services, timetables and interchanges better.
- Problem of single tickets. We need to be more flexible and innovative with things such as combined bus / rail tickets.

Recommendations

- Station access studies
Each main station in Devon such as Barnstaple, Exeter and Newton Abbot needs an access study to ensure that there is safe pedestrian access including for the disabled, plus good bus links, cycle links and reasonable car parking.
- Exeter St Thomas Station. There are bus stops just outside. It has the potential with improvements to be a very good interchange.
- Digby & Sowton is an unsafe environment at night. It could be upgraded and seen as a park & ride for East Devon.
- Hourly rail service on Exeter to Barnstaple Line
 - All trains to serve Umberleigh with railhead car parking for South Molton and Great Torrington
 - All trains from Exeter to be met by bus or taxi at Umberleigh
 - Devon Bus 859 (South Molton to Chittlehampton) increased frequency and extended to Umberleigh
 - Consider new passing loop at or near Lapford to allow more local stations such as Morchard Road to be developed for Park & Ride
- Improved Evening Bus / Rail Links
 - Many bus services in Devon stop too early in the evening so preventing travel for evening education, entertainment and return from long distance rail journeys
 - Bus services to run later in the evening from major railhead stations such as Axminster to Seaton, Honiton to Sidmouth and Totnes to Kingsbridge and Salcombe
 - A late evening bus connection from Tiverton Parkway Station to Tiverton and South Molton could be achieved by diverting the last National Express 502 Westward Ho! bound service of the day to pick up at the station.
 - A late evening bus to Great Torrington on DevonBus 315 could be operated by connecting at Morchard Road with the train from Exeter
- Flexible and Convenient Bus / Rail Tickets
 - Where services are infrequent different outward and return routes may be needed and passengers lose the benefit of cheaper return fares. For example Devon Bus 387 provides a direct morning link from Sidmouth via Honiton to Taunton railway station. Arriving at 10.45 this is excellent for a day journey to Bristol or further. However, the return bus at 13.20 is too early so that the return must be made via Exeter. Up to five tickets may be needed for the one day trip. A flexible ticket is needed to cover these types of journey.

- Linking of Bus Services and Other Improvements;
 - Where possible bus services should be linked to improve journey opportunities.
- Implementation of an hourly interval Torbay to Plymouth rail service via Newton Abbot.

Development of first stages of an Exeter Metro train concept

- Marketing of existing services based on Exeter Central
- New Digby & Sowton or Topsham to Taunton local service to service new stations at Cullompton (park & Ride), Willand and Wellington in Somerset
- Honiton route trains linked to new Exeter to Okehampton service with new station at North Tawton,
- New 3 mile Broadclyst to Whimble passing loop for hourly service on Exeter to Waterloo line, plus additional service to serve new community at Clyst Hayes.

Number one Priority

- Implementation of the Exeter Metro style service with zonal fares structure and travel cards.

SWPTUF (South West Passenger Transport Users Forum)

- Develop an attractive, accessible, convenient and reliable passenger transport network that meets proven need (improve co-ordination of public transport services and information eg. bus information available at rail stations. Link main urban centres with quality bus corridors (priority, bus stop improvement, real time information etc).
- Appeal to and involve the people of Devon to encourage more walking, cycling and use of passenger transport.
- Coordination between Devon LTP2 development and Plymouth and Torbay LTP2 eg joint corridor strategies on main routes.
- Continue coordination between education, health, social services and public transport – extend to rail services.
- Develop statutory quality partnerships with bus operators to improve information, services, facilities & bus priority, especially on key inter-urban routes.
- Ticketing zonal fares and travel cards etc.
- Ring-fence car parking revenue for bus support using demand management in congested areas to provide extra revenue to support improved bus/rail service frequencies / span the day.
- Develop (and support/subsidise) a public transport network that meets travel needs and caters for existing and new housing and business developments (eg. Exeter Eastern area development area).
- Incorporate public transport quality and priority measures into wider policy initiatives such as regeneration, housing, access to learning, reducing congestion and quality of life objectives.
- Improve interchange to service different needs, e.g rural access and connectivity, demand responsive and conventional public transport, bus to rail, better pedestrian and cycling facilities.

- Better promotion of public transport e.g Traveline number on buses, stickers, local post officers, shops, health centres, council news letters and mailings etc.
- Include contacts for bus users UK, Traffic Commissioner, complaints and enquiry number. Include public transport publicity in council newsletter etc.
- Improve bus and rail interchanges and connectivity of public transport at transport hubs (PUAs, larger towns, market and coastal towns).
- Safety and security enhancement – CCTV at stations, bus stations.
- Reduce congestion in urban centres – more frequent and regular bus and rail services, targeted area wide promotion of local services, green travel plans for major employers, hospitals and schools/colleges.
- Accessibility audits for education, employment and retail locations.
- Map existing provision (availability & frequency) of public transport – identify gaps and develop a strategic bus network.
- Gather information from travel surveys/travel plans (education, employers, health and leisure, communities, tourism).
- Strengthen market towns – improve access, economy, equality.
- Involve local communities in travel surveys to develop community strategies/travel planning.
- Greater number & quality of school & employer travel plans.

Number one priority

- Devon public transport network that connects rural and urban residents to local and regional centres and services.