

# TRANSFORMING CITIES FUND

## Tranche 2 Bid: Productive Plymouth – Exec Decision Briefing Note



### Background

The *Productive Plymouth* programme is a co-ordinated package of schemes that, collectively, will deliver a transformational change in the city regions sustainable transport 'offer'. The objective is driving up productivity through transforming key commuter corridors, making it quicker and easier for people to get around; particularly from areas of deprivation where car ownership is low and current sustainable travel options are limited, to existing and new employment opportunities.

The programme builds upon the £7.6M of investment, the third highest award nationally, which Plymouth secured for its Tranche One programme. Delivery is well underway, with Plymouth boasting the delivery of first Tranche One scheme across any of the 12 competing city regions, in the shape of the King George V Playing Field walking and cycling link at Sherford.

### Creation of the Transforming Cities Fund (TCF) & Aim

The Transforming Cities Fund was created as part of the Autumn Budget 2017. The fund (£1.2bn) has the aim of driving up productivity and distributing prosperity through investment in public and sustainable transport in some of the largest English city regions. The Fund focusses on intra-city connectivity, making it quicker and easier for people to get around, and to access jobs and employment.

The *Productive Plymouth* programme achieves the programme aim and cross-cutting priorities by transforming the city's sustainable transport network. A step change in the use of sustainable travel modes will be achieved, access to work will be improved, housing delivery sites will be unlocked, air quality and carbon emissions will be tackled (through a reduction in single occupancy car trips and more efficient use of public transport) and the city will be well placed to adopt the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility.

### Productive Plymouth: Vision, Rationale and Strategy

The *Productive Plymouth* TCF Vision is to **provide a world class sustainable transport system, helping Plymouth become one of Europe's most vibrant waterfront cities**. This vision will be achieved through improving the connectivity, quality and clarity of Plymouth's sustainable transport network. It is an expansion of Plymouth's overarching Vision to be "one of Europe's most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone," set out in the Plymouth Plan and reiterated in our TCF Expression of Interest and Tranche One submissions.

The Plymouth and South West Joint Local Plan, adopted in March 2019 covering a geographical area of 400,000 people, is one of only 40% of plans nationally that fully meets the housing and employment needs of the area in full through to 2034. The Plymouth TCF bid sets out the strategic direction that is necessary to transform the travel behaviours around our city consistent with these growth commitments. Overall, we aim to provide conditions for growth, which improves intra-city connectivity, promotes equality, provides better access to employment, training and education and improves the health of our communities. The benefits of the growth of Plymouth will be enjoyed far beyond the city boundaries; however, success on this scale must be supported by investment in sustainable transport.

### The Rationale for Investment

Plymouth is England's 15th largest city and the most significant urban area in the South West peninsula, with a workday population of 260,913 (2011 Census) and a GVA of £5bn per annum. The overall workday population for the wider city region is 354,000, demonstrating the importance of Plymouth to the wider region (stretching into South and West Devon and South-East Cornwall) as an economic and employment centre.

The city region includes the largest naval base in Western Europe; England's second largest fresh fish market; the highest percentage of manufacturing employment of any city south of the Midlands; the UK's first marine Enterprise Zone, Oceansgate; high-profile internationally focussed manufacturing businesses; Kawasaki, Plessey, BD, Rittal and three universities.

In order to drive productivity, it is necessary to provide safer, more appealing and reliable journey times. However, by 2034 with the increase in trips from a growing population modelling forecasts show that even with the implementation of all committed transport schemes and a modal shift of between 5 and 10% from car to sustainable transport the Plymouth urban area will be congested. This presents a substantial worsening of the current situation. This level of congestion will impact upon productivity. It is therefore clear that a transformation of the sustainable transport network through significant investment in provision and services is required in order to provide reliable and effective public transport network and an enhanced active travel mode offer.

Through *Productive Plymouth* we intend to do just that. Boosting productivity (GVA) by £2.7bn per annum by 2034 at the same time as driving a dramatic reduction in the city's transport contribution to climate change through transforming Plymouth's sustainable transport. This will achieve truly inclusive growth; 28% of Plymouth households do not have access to a vehicle and unemployment remains high at 4.7% - 1.4% and 0.3% higher than regional and national averages respectively<sup>1</sup>. A high quality sustainable transport system will deliver universal access and tackle the persistent problem of congestion, connecting labour with employment opportunities for the benefit of all.

## Tranche 2

As announced at Budget 2020, Plymouth city region will receive £51.263m in capital grant funding for Tranche 2 of the Transforming Cities Fund. This, combined with the £7.6m provides a total of £58.863m secured externally for walking, cycling and public transport improvements in the city, making this the single biggest funding award that Plymouth City Council has ever received.

Our TCF Tranche 2 bid:

- Clearly demonstrates the value for money of investment in our city region. The prioritised list of schemes offers excellent value for money to the taxpayer with a Benefit to Cost Ratio (BCR) of 3.47, placing it within the Department for Transport's 'high' value for money category.
- Provides Transformational Infrastructure on key commuter corridors across the city, delivering a step-change in the sustainable transport offer of the city through improved door-to-door connectivity and providing quality infrastructure that delivers alternatives to the private car.
- Reduces the city's carbon footprint by bringing about an increase in the volume and proportion of journeys made by low carbon sustainable modes. Investment can save 872 tonnes (metric) of CO<sub>2</sub> each year, providing a direct funding source that begins to address the impacts of transport in our city as part of delivering the Climate Change Emergency Action Plan approved at Full Council in December.
- Encourages the uptake in sustainable transport modes, through the use of new mobility systems and technology, aligning with the Grand Challenge on the Future of Mobility. Investment in the Transforming Cities Fund will encourage an additional 2,200 daily cycling trips and 19,000 additional walking trips daily in the opening year.
- Supports our strong growth potential and ambitions to grow the population to over 300,000, helping to deliver 26,700 new homes and creating an additional 13,200 jobs by 2034. We estimate that the TCF award will support 1,161 FTE construction jobs with an additional £51.4m GVA generated from FTE wages spent locally.

Feedback to date on the quality of our submission has been extremely positive. Over the past 12 months we have made the most of the co-development offer from the DfT who have supported the development of our bid. We have hosted DfT officials on a number of occasions, giving them a first-hand view of the interventions we are proposing to make in support of development across the city. We have also received significant levels of stakeholder support when developing our bid, represented by the 39 letters of support we have received from businesses and organisations across the city region.

We have the vision. We have the ambition. We have both determination and a proven track record of delivery. With support from the Transforming Cities Fund and our impressive range of partners who have endorsed the bid, we will transform the fortunes of the people of Plymouth.

## **TCF Tranche 2 Final Programme**

### Mobility Hubs EVs

Installation of about 50 multi-modal mobility hubs, strategically integrated into the public transport network. These will consist of 300 electric vehicle charging points, 400 e-bikes, car club, 0.5 megawatts of solar carports and a smart booking system. Local residents, employees, businesses and visitors will be able to plan their journeys to use public and shared transportation, both in the city and on the main routes into Devon and Cornwall.

Proposed EV hub locations: 9 in Plympton and Plymstock, 16 in Moorview, 27 in Sutton & Devonport.

### City Centre Walking and Cycling Links

Better Places Plymouth is a long-term programme of investment to transform the City Centre's streets and spaces to: support and enable inward investment and provide for a diversification of uses in the centre including new employment; connect the City's best assets; de-clutter and enhance pedestrian and cycle movement for all; and resolve conflicts between different modes (pedestrians/ Cyclists/ Vehicles).

### Royal Parade Improvement Scheme

The section of road is a significant point within the cities transport network. 158 buses stop on average in an hour, as well as significant numbers of public owned vehicles using the road at the same time, thus highlighting the need for improvement. The scheme aims to increase the capacity of Plymouth's principle bus interchange by inserting shallow saw-tooth bus stops along either side of the carriageway. This is in combination with retaining the bus lanes in each direction.

### Mayflower Street Bus Stops

To upgrade the bus infrastructure on Mayflower Street to take pressure of Royal Parade which currently suffers with queuing at the bus stops. It will enable the northern area of the City Centre to be better served by the bus network, linking to other modes of transport.

### Plymouth Station: Forecourt Interchange

Create a pedestrian priority area and linking to phase one of the railway station concourse improvements being delivered and funded through Tranche 1 of TCF (TCF T1).

### Walk and Cycle Improvements from Dockyard to City Centre

The Dockyard (B3396 Saltash Road) to City Centre corridor has been identified as a route that could be significantly enhanced from a cycling and walking perspective. This scheme provides a 2.7 kilometre facility along a key commuter corridor.

### UTC Smart Cities – Traffic Management

Upgrading and integrating all the signals on the main roads in to the city centre in order to:

Reducing the amount of congestion on the network by smoothing traffic flows and prioritising signals in response to demand in real time.

Improve air quality around our main roads as stop/start driving is inefficient in terms of fuel consumption and increases vehicle emissions.

Give priority to buses approaching junctions, phasing signals to give traffic flowing with buses a 'green wave' through the city

Enable a much more effective response to traffic incidents, especially on main arterial routes

### Woolwell to the George Transport Improvement Scheme

Dedicated walking and cycling facilities linking the P&R with the existing Woolwell community to support up to 2,000 new houses as part of the Woolwell Urban Extension;

Woolwell Roundabout replaced with signal control junction and new signal junction at Woolwell Crescent including controlled crossing facilities.

### Public Transport Hub at St Budeaux

St. Budeaux rail stations (Victoria Road and Ferry Road), both in close proximity to frequent bus services between St Budeaux Square and the north of the city would provide a pivotal role in connecting commuters using improved

rail services from the South East Cornwall and West Devon with employment and healthcare opportunities in the Derriford and Northern Corridor Growth Area. Enabling passengers to interchange at St. Budeaux reduces journey times by sustainable transport compared travelling via Plymouth Station.

#### Crownhill Road Sustainable Transport Package

This scheme creates a nearside bus lane in each direction, with 2 lanes of general traffic in the offside lanes. The bus lanes will be shared with cyclists, meaning that cyclists would be fully segregated from general traffic. The scheme includes bus and cycle facilities at the Crownhill Road / Budshead Road junction. The improvements will benefit bus journey times and reliability, offering social and economic benefits to the travelling public, especially commuters with shortened journeys and reduced air pollution.

#### Work Places Travel Grants

We want to help businesses to develop, grow the local economy, address the challenge of climate change and encourage people to lead healthier, more active lives by walking, cycling and using buses and trains more.

The Council will work with employers to develop and deliver sustainable travel policies & infrastructure in their workplace so that organisations:

- Can encourage staff to travel more actively so that they can enjoy the health benefits of doing so. Encouraging healthier, more active lifestyles can help to reduce absence rates, increase levels of morale, job satisfaction and productivity;
- Contribute to reductions in CO2 and other emissions associated with car based work related journeys;
- Can better manage any on-site car parking, freeing capacity and potentially allowing employers to reduce the number of car parking spaces or change the use of the spaces to encourage car sharing or to provide space for secure cycle parking, and;
- Has the knowledge and tools at your disposal to deliver sustainable travel policies.

#### St Budeaux Station to Dockyard Walking and Cycling Route.

The St Budeaux Station (A3064 Wolseley Road) to Dockyard corridor has been identified as a route that could be significantly enhanced from a cycling and walking perspective. This route connecting Tamar Bridge to city centre schemes provides a 3.2 kilometre facility along a key commuter corridor.

<b>Scheme</b>	<b>DfT Funding</b>	<b>Total</b>
<b>Mobility Hubs</b>	£ 9,793,278.00	£ 11,569,535.00
<b>City Centre Walking &amp; Cycling</b>	£ 12,290,040.00	£ 23,594,267.00
<b>Royal Parade Bus Interchange</b>	£ 1,972,196.00	£ 1,972,196.00
<b>Mayflower St Bus Improvements</b>	£ 289,260.00	£ 289,260.00
<b>Plymouth Station Improved Access</b>	£ 1,500,000.00	£ 4,000,000.00
<b>Dockyard to City Centre W&amp;C</b>	£ 1,565,328.00	£ 1,565,328.00
<b>Signal Opt. / ITS</b>	£ 4,281,762.00	£ 4,281,762.00
<b>WWTG</b>	£ 5,000,000.00	£ 22,115,213.00
<b>St Budeaux Station Interchange</b>	£ 1,205,035.00	£ 1,205,035.00
<b>Crownhill Rd Sustainable Corridor</b>	£ 6,956,652.00	£ 6,956,652.00
<b>Work Place Travel Package</b>	£ 810,126.00	£ 997,626.00
<b>Dockyard to St Budeaux Station</b>	£ 5,600,000.00	£ 5,600,000.00
<b>Totals</b>	<b>£ 51,263,677.00</b>	<b>£ 84,146,874.00</b>