

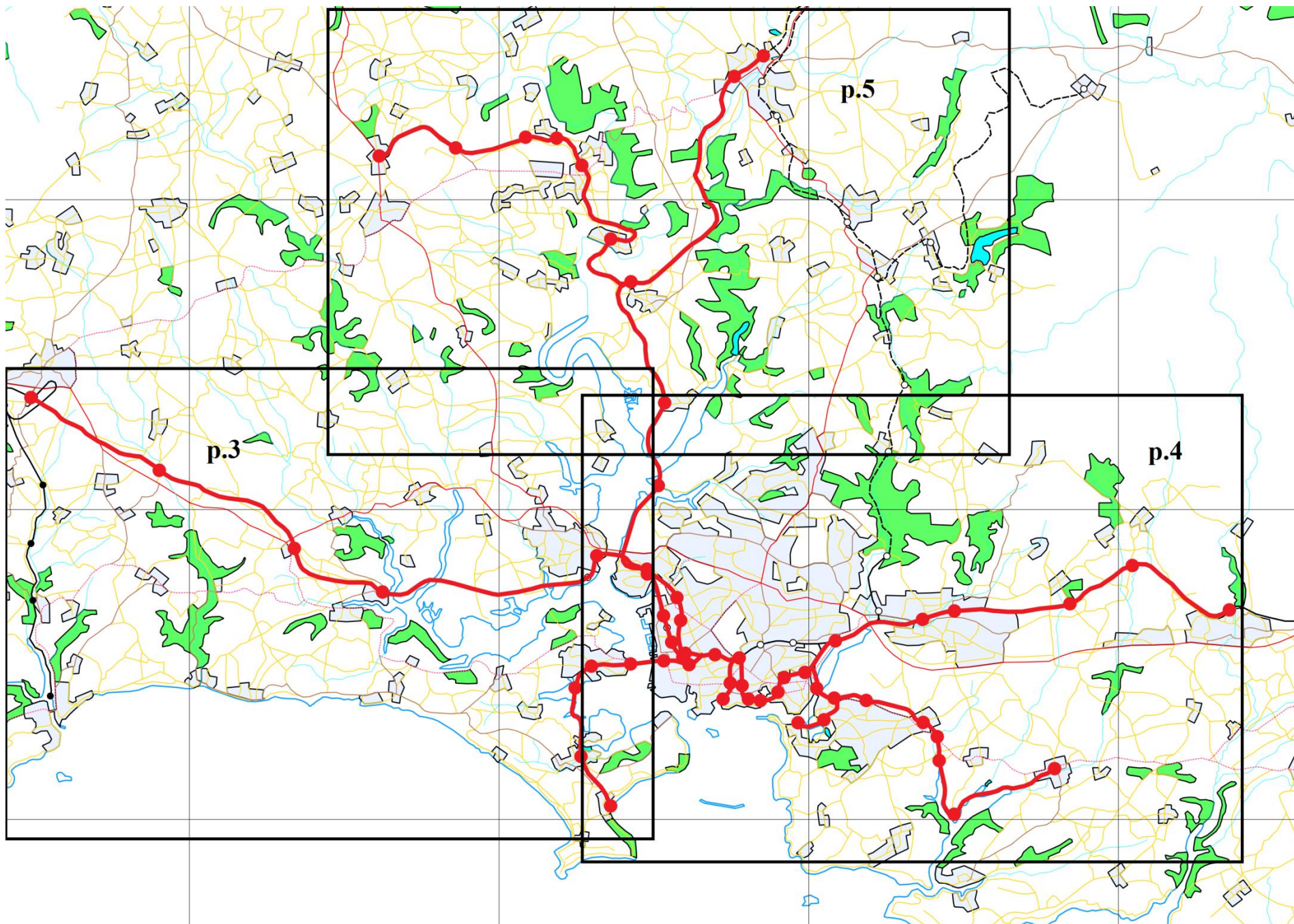
The Plymouth Metro

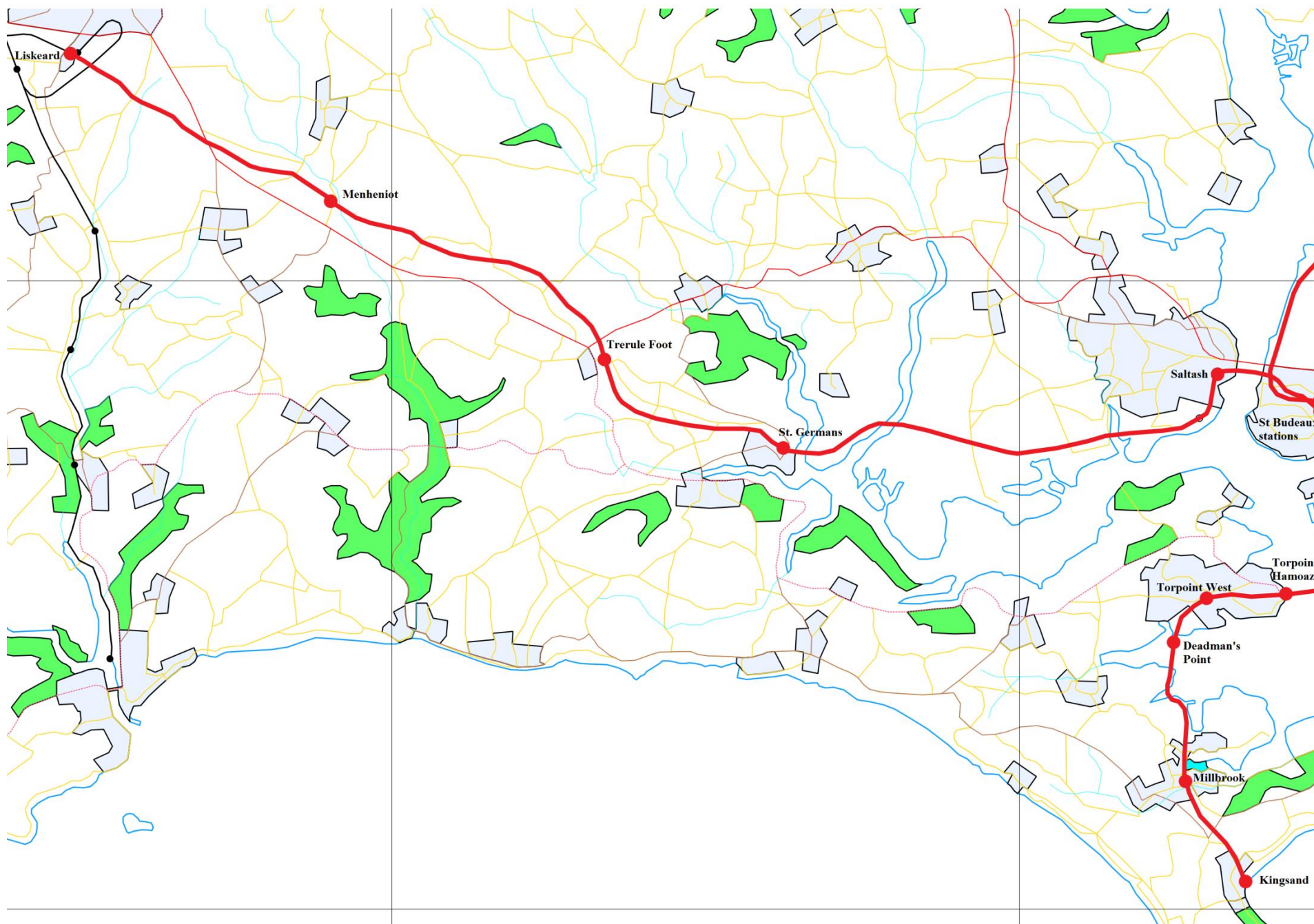
The Plymouth Metro covers the area from Liskeard in the west to Ivybridge in the east, and to Tavistock in the north. It requires a new section in tunnel of c.1 mile under the centre of Plymouth, from North Rd. station to the former Friary station, passing under the central strip of parkland – Armada Way – to Citadel Rd. / The Hoe then turning east and passing under the Barbican. Because of the heavy loadings, it was judged more practicable to restore the old LSW route through Devonport to St. Budeaux, rather than quadrupling the GW route. A highly speculative extension under the Hamoaze to Torpoint, Millbrook and Kingsand is suggested, most of which would naturally be in tunnel. Apart from that it uses existing or former rail routes.

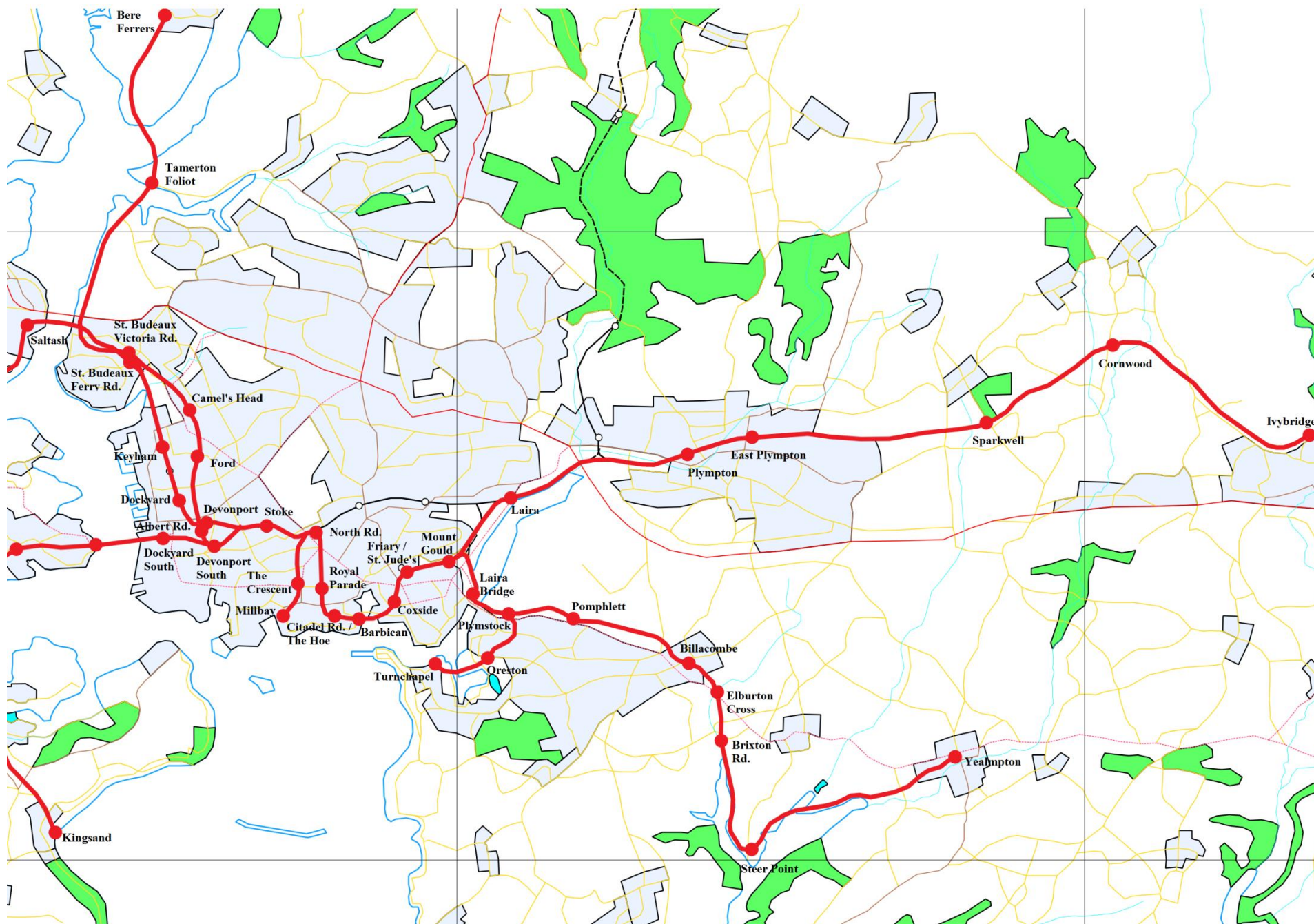
The proposed metro services are:

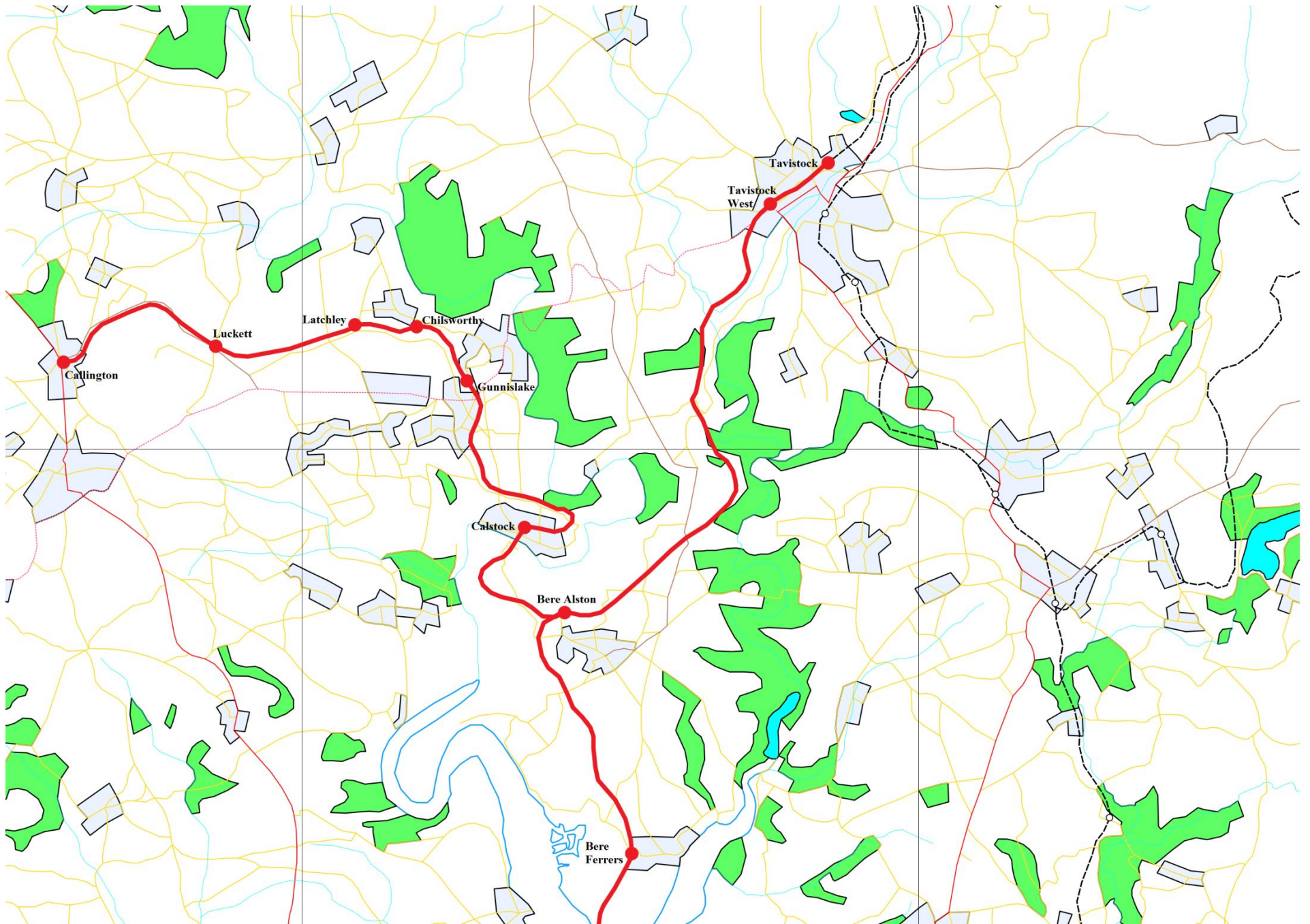
- 4tph Liskeard – Menheniot – Trerule Foot – St. Germans – Saltash – St. Budeaux Ferry Rd. – Keyham – Dockyard – Devonport – Stoke – North Rd. – Royal Parade – Citadel Rd. / The Hoe – Barbican – Coxside – Friary / St. Jude's – Mount Gould – Laira – Plympton – East Plympton – Sparkwell – Cornwood – Ivybridge
- 4tph Kingsand – Millbrook – Deadman's Point – Torpoint West – Torpoint Hamoaze – Dockyard South – Devonport South – Stoke – North Rd. – Royal Parade – Citadel Rd. / The Hoe – Barbican – Coxside – Friary / St. Jude's – Mount Gould – Laira – Plympton – East Plympton – Sparkwell – Cornwood – Ivybridge
- 4tph Tavistock – Tavistock West – Bere Alston – Bere Ferrers – Tamerton Foliot – St. Budeaux Victoria Rd. – Camel's Head – Ford – Albert Rd. – Devonport South – Stoke – North Rd. – Royal Parade – Citadel Rd. / The Hoe – Barbican – Coxside – Friary / St. Jude's – Mount Gould – Laira Bridge – Pomphlett – Billacombe – Elburton Cross – Brixton Rd. – Steer Point – Yealmpton
- 4tph Callington – Luckett – Latchley – Chilsworthy – Gunnislake – Calstock – Bere Alston (reverse) – Bere Ferrers – Tamerton Foliot – St. Budeaux Victoria Rd. – Camel's Head – Ford – Albert Rd. – Devonport South – Stoke – North Rd. – Royal Parade – Citadel Rd. / The Hoe – Barbican – Coxside – Friary / St. Jude's – Mount Gould – Laira Bridge – Plymstock – Oreston – Turnchapel
- 4tph Millbay – The Crescent – North Rd. – Royal Parade – Citadel Rd. / The Hoe – Barbican – Coxside – Friary / St. Jude's – Mount Gould – Laira Bridge – Plymstock – Oreston – Turnchapel

The following page gives the key to the various maps of the Plymouth Metro, followed by the Maps themselves. After that come the detailed service plans.









The Service Plans

In deriving the service plans, it is assumed that the following stations have four platforms (two island platforms allowing cross-platform interchange and overtaking: Bere Alston and Ivybridge. The following stations have an overtaking capacity only, i.e. the fast tracks through the centre, platforms only on overtaking loops: Tavistock West, Bere Ferrers, Tamerton Foliot and East Plympton. Finally, Liskeard and Tavistock each have a third, through platform, enabling the stopping service to terminate (in the centre platform) out of the way of through services.

The metro services are listed at the beginning of the article, The following Regional Metro services must also be accommodated (see the article ‘Regional Metro Services to the West Country’ for full details.)

- 2tphR Paddington – Old Oak Common – LHR Interchange – Reading – Thatcham – (*) – Pewsey – Westbury – Frome – Castle Cary – Taunton – Tiverton Parkway – Cullompton – Exeter St. David’s – Dawlish – Teignmouth – Newton Abbot – Totnes – Brent – Ivybridge – Plymouth
- 2tphR York – Micklefield – Leeds City – Wakefield Westgate – Rotherham – Sheffield Midland – Chesterfield – Derby – Burton on Trent – Tamworth – Birmingham New St. – University – Bromsgrove – Droitwich Spa – Worcester Shrub Hill – Ashchurch – Cheltenham Spa – Gloucester (reverse) – Bristol Parkway – Bristol Temple Meads – Weston Super Mare – Highbridge – Bridgwater – Taunton – Tiverton Parkway – Cullompton – Exeter St. David’s – Dawlish – Teignmouth – Newton Abbot – Totnes – Brent – Ivybridge – Plymouth
- 2tphR Swansea – Neath – Port Talbot – Bridgend – Cardiff – Newport – Filton Abbey Wood – Bristol Temple Meads – Weston Super Mare – Highbridge – Bridgwater – Taunton – Tiverton Parkway – Cullompton – Exeter St. David’s – Dawlish – Teignmouth – Newton Abbot – Totnes – Brent – Ivybridge – Plymouth
- 2tphR Stalybridge – Ashton-under-Lyne – Manchester Victoris – Salford Central – Eccles – Warrington Bank Quay – Helsby – Chester – Wrexham General – Ruabon – Chirk – Gobowen – Shrewsbury – Church Stretton – Craven Arms – Ludlow – Leominster – Hereford – Abergavenny – Pontypool & New Inn – Cwmbran – Newport (reverse) – Filton Abbey Wood – Bristol Temple Meads – Weston Super Mare – Highbridge – Bridgwater – Taunton – Tiverton Parkway – Cullompton – Exeter St. David’s – Dawlish – Teignmouth – Newton Abbot – Totnes – Brent – Ivybridge – Plymouth
- 2tphR Paddington – Old Oak Common – LHR Interchange – Reading – Basingstoke – Salisbury – Tisbury – Gillingham – Templecombe – Yeovil Junction – Crewkerne – Chard Parkway – Axminster – Seaton Junction – Honiton – Exeter Central – Exeter St. David’s – Crediton – Okehampton – Tavistock – Bere Alston – Plymouth
- 2tphR Brighton – Hove – Shoreham-by-Sea – Worthing – Chichester – Havant – Fareham – Southampton – Romsey – Salisbury – Tisbury – Gillingham – Templecombe – Yeovil Junction – Crewkerne – Chard Parkway – Axminster – Seaton Junction – Honiton – Exeter Central – Exeter St. David’s – Crediton – Okehampton – Tavistock – Bere Alston – Plymouth
- 2tphR Cleethorpes – Grimsby Town – Barnetby – Market Rasen – Lincoln – Newark Castle – Nottingham – East Midlands Parkway – Loughborough – Leicester – Market Harborough – Kettering – Wellingborough – Bedford Midland – Bletchley – Winslow – Calvert – Bicester Village – Oxford Parkway – Oxford – Wantage Rd. Swindon – Royal Wootton Bassett – Chippenham – Melksham – Holt Junction – Trowbridge – Westbury – Frome – Castle Cary – Yeovil Pen Mill – Yeovil Junction – Crewkerne – Chard Parkway – Axminster – Seaton Junction

- Honiton – Exeter Central – Exeter St. David’s – Crediton – Okehampton – Tavistock – Bere Alston – Plymouth
- 2tphR Norwich – Wymondham – Thetford – Ely – Cambridge – Sandy – Bedford St. John’s – Bletchley – Winslow – Calvert – Bicester Village – Oxford Parkway – Oxford – Wantage Rd. Swindon – Royal Wootton Bassett – Chippenham – Melksham – Holt Junction – Trowbridge – Westbury – Frome – Castle Cary – Yeovil Pen Mill – Yeovil Junction – Crewkerne – Chard Parkway – Axminster – Seaton Junction – Honiton – Exeter Central – Exeter St. David’s – Crediton – Okehampton – Tavistock – Bere Alston – Plymouth

(*) The Paddington – Plymouth via Newbury service has no stop at Newbury as it has to overtake the LHR Shuttle to Marlborough there. However, it makes a connection for Newbury at Thatcham, and from Newbury at Pewsey.

The services on HS7 don’t in any way have to be ‘accommodated’, having their own tracks throughout, but the following services serve Plymouth:

- 2tphG (HS7) Newcastle – Consett – Durham (Relly Mill) – Darlington Bank Top – York – Leeds New Lane – Huddersfield – Sheffield HS – Derby – Birmingham Interchange – Worcester Shrub Hill – Cheltenham Spa – Bristol Parkway HS – Bristol Temple Meads HS – Taunton – Exeter St. David’s – Plymouth
- 2tphC (HS4) Paddington – Old Oak Common – LHR Interchange – Bristol Parkway HS – Bristol Temple Meads HS – Taunton – Exeter St. David’s – Plymouth (splits/joins) –:
 1. Liskeard – Bodmin Parkway – Lostwithiel – Par – St. Austell – Truro – Redruth – Camborne – Hayle – St. Erth – Penzance
 2. Bere Alston – Tavistock – Launceston – Delabole – St. Isaac Rd. – Wadebridge – Padstow
- 2tphG (HS7) Exeter St. David’s – Dunsford – Moretonhampstead – Postbridge – Two Bridges (bus connection for Princetown) – Yelverton Rd. – Plymouth

Note that the Plymouth Metro does not pass through North Rd, station, but has its own North Rd. station immediately adjacent. The HS and RM services use the GW route to St. Budeaux, as does the metro service to Liskeard, but all other metro trains take the former LSW route through Devonport South. They share track with the Plymouth service via Okehampton, between St. Budeaux and Tavistock; hence the overtaking provision at every station on that section. The main interchange facilities between long distance and metro services are at Ivybridge, Tavistock, Bere Alston and Liskeard, i.e. at the boundaries of the metro.

Representative Hourly Cross-Platform Interchange Pattern at Ivybridge:

00R Paddington – Plymouth
 RS Ivybridge – Liskeard

07R (Stalybridge –) Manchester – Plymouth
 RS Ivybridge – Kingsand

15R York – Plymouth
 RS Ivybridge – Liskeard

23R Swansea – Plymouth
 RS Ivybridge – Kingsand

– repeating at 30, 37, 45 and 53 minutes past.

Representative Hourly Cross-Platform Interchange Pattern at Tavistock:

00R Paddington – Plymouth

RS Tavistock – Yealmpton

07R Norwich – Plymouth

(no connectin)

15R Brighton – Plymouth

RS Tavistock – Yealmpton

23R Cleethorpes – Plymouth

(no connection)

– repeating at 30, 37, 45 and 53 minutes past.

Representative Hourly Cross-Platform Interchange Pattern at Bere Alston (see appendix A for the track layout) including platform no. (in parentheses):

00R Paddington – Plymouth (4)

(no connection)

07R Norwich – Plymouth (4)

RS Turnchapel – Callington (3)

15R Brighton – Plymouth (4)

(no connection)

23R Cleethorpes – Plymouth (4)

RS Turnchapel – Callington (3)

– repeating at 30, 37, 45 and 53 minutes past.

Note how the services **to** Plymouth connect with the metro service **to** Plymouth at Tavistock, but with the metro service **from** Plymouth (thus **to** Callington) at Bere Alston.

Representative Hourly Cross-Platform Interchange Pattern at Liskeard:

00C Penzance – Paddington

RS Liskeard – Ivybridge

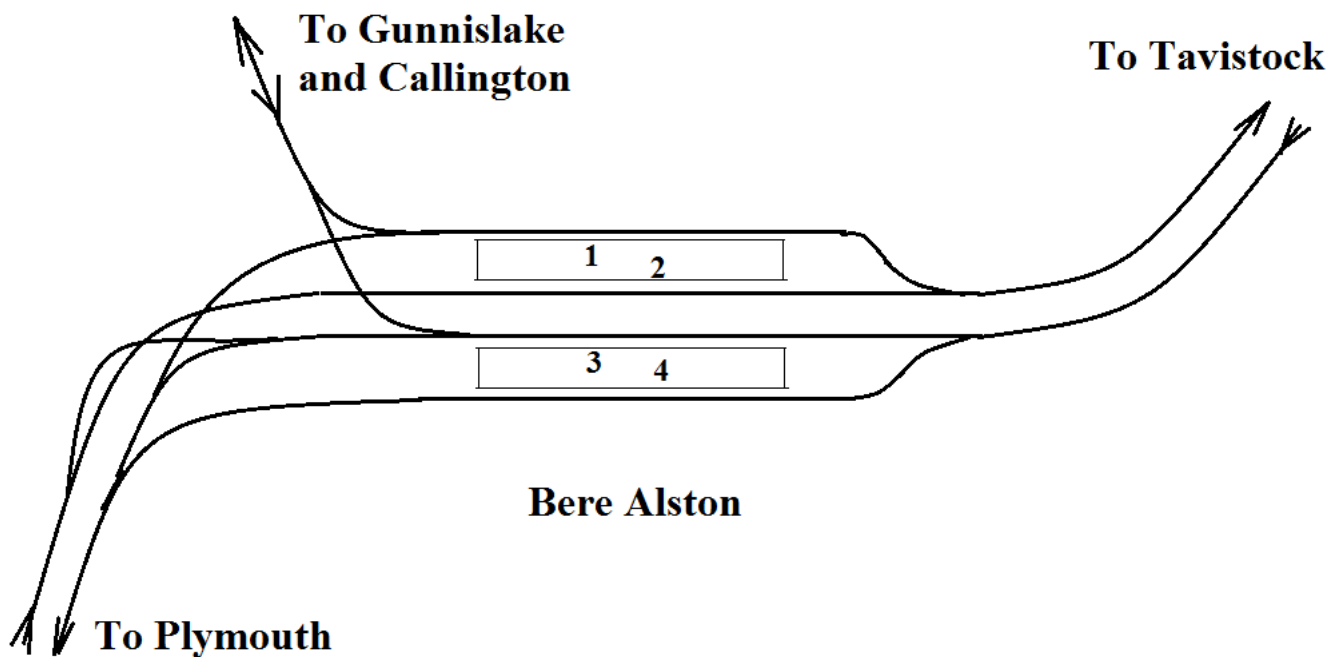
RS Looe – Liskeard

15RS Liskeard – Ivybridge

(no connection)

– repeating at 30 and 45 minutes past.

Appendix A – Bere Alston Station Layout



The idea of the layout at Bere Alston is to provide cross-platform interchange between trains **from** the branch (which reverse and then proceed to Plymouth) and trains from Plymouth to Exeter and points east, and between trains **to** the branch (which likewise reverse) and trains from Exeter to Plymouth. (There's hardly any point in changing from the branch into a Plymouth-bound train, unless saving a couple of minutes is vitally important.)