

# The Preferred Strategy - details 2

## LONDON - EXETER TRANSPORT CORRIDOR

### KEY PROBLEMS

Several communities along the A30/A303 corridor suffer from severance and noise.

Both the rail and road corridors pass through Areas of Outstanding Natural Beauty and other sensitive areas.

Single carriageway sections of the A30/A303 experience significantly higher numbers of accidents than the dual carriageway sections.

M5 junctions experience delays at peak times.

The A30/A303 is a major tourist route and long delays can occur during the peak holiday season.

The existing rail and road links are not sufficient to overcome the peripherality of Devon and Cornwall.

Journey time unreliability is a concern on both rail lines and the A30/A303, particularly at times of peak demand.

Facilities to transfer freight from road to rail are limited.

The coach and express bus networks are limited.

Many rural parts of the corridor do not have public transport services which connect with rail and coach stations.

Interchange is difficult at many locations along the corridor.

### PRINCIPAL MEASURES

Re-instatement of double track between Exeter and Salisbury to allow more services to run, to improve rail service reliability, to enable new stations to be built at Clyst Hayes and Wilton, and to provide capacity to accommodate new freight services. These would be associated with a new freight terminal near Exeter airport.

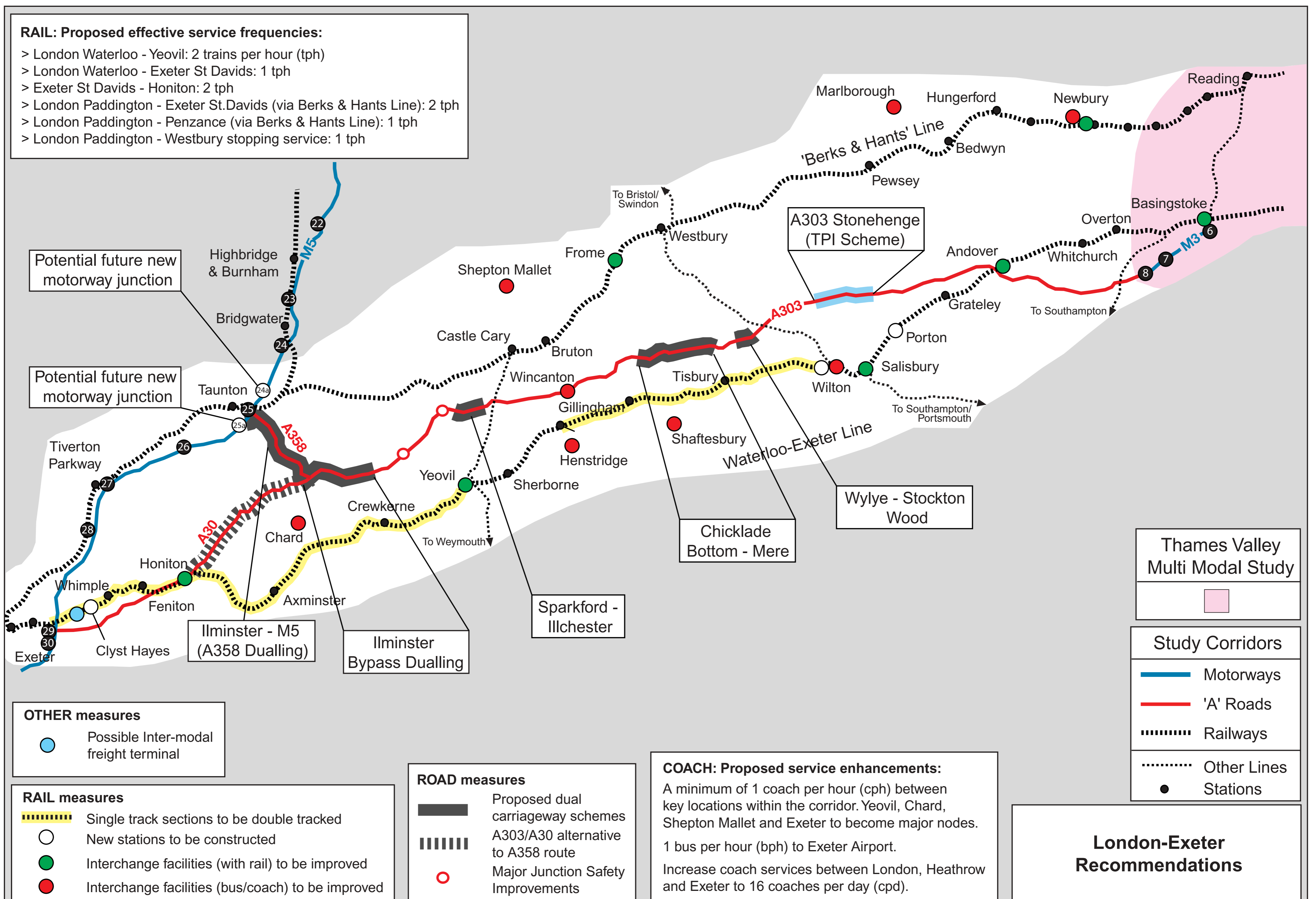
Rail services increased on the Berks & Hants line to 2 trains per hour, with a regular pattern of fast and semi-fast services linking Devon/Cornwall to London. These patterns will enable regular reduced journey times to be achieved between strategic locations within the corridor, without degrading services to intermediate stations.

Major enhancements to the coach and express bus networks serving the London-Exeter corridor and connecting settlements. The proposals are ambitious but, if implemented, would provide both significantly improved accessibility for those who rely on public transport and an increased frequency and improved reliability which will be of value to all potential travellers.

Comprehensive programme of upgrading existing public transport interchanges (both rail and coach/bus) is also proposed.

Significant programme of road construction to create a high quality dual carriageway route between the South East and the South West. The schemes as proposed will provide major safety benefits. Although they will inevitably have some adverse environmental effects, great care has been taken in developing schemes to avoid the most sensitive environmental areas where possible.

A new Intelligent Transport System (ITS) is also proposed for the A303/A30 corridor. This will assist in reducing the number of accidents along the route as well as providing better information at times of congestion.



.....there are no easy solutions.....

