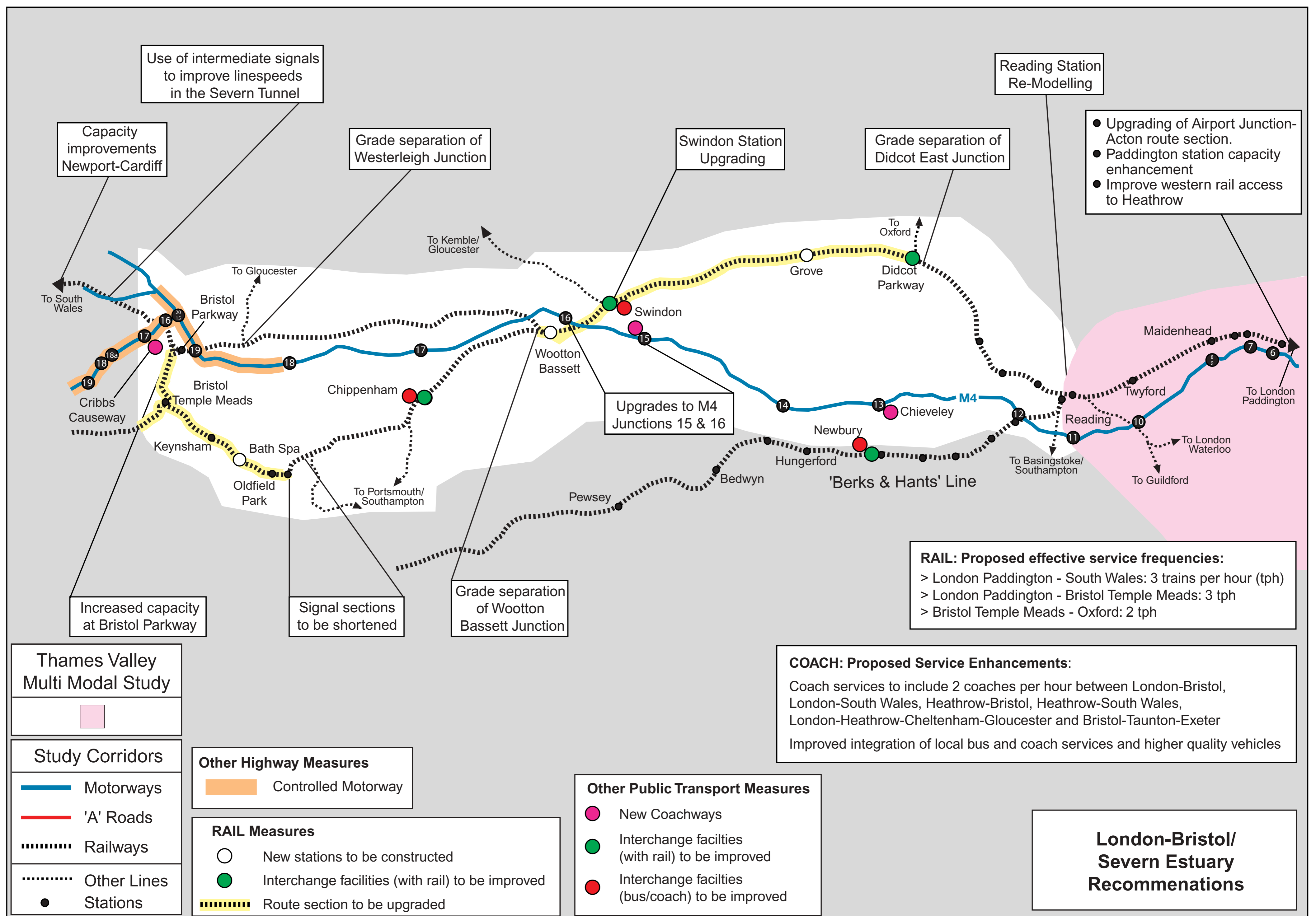


The Preferred Strategy - details 3

LONDON - BRISTOL TRANSPORT CORRIDOR



KEY PROBLEMS

Congestion on the trunk road network. This is a particular problem around Bristol (M4 and M5). Peak congestion occurs on the M4 at Swindon. Similar problems occur on the M4 at Reading and near the M25; details in this area are being considered by the Thames Valley Multi-Modal Study (TVMMS).

Most M4 junctions experience delays at peak times.

Relatively minor disruptions to traffic flow on the M4 can cause significant delays, as well as problems on surrounding routes.

The Great Western Main Line is operated very intensively. Relatively minor problems can lead to significant knock-on delays.

Despite relatively high numbers of public transport services on the corridor, good opportunities for interchange away from urban centres are uncommon.

PRINCIPAL MEASURES

Substantial increases in frequencies of both long-distance and local rail services to provide greater opportunities to use rail as an alternative to the private car are recommended. The strategy recognises the existing capacity constraints within this corridor and therefore recommends substantial infrastructure works to increase rail capacity to enable increased rail service frequencies to be operated, but more importantly to create the increased flexibility in rail operations to improve service reliability.

Significant upgrade to the existing coach services operating along the M4. Three new Coachways are proposed, at Cribbs Causeway, Swindon and Chieveley, which will significantly improve the attractiveness of coach travel, both in terms of offering new, accessible locations for interchange and reducing some existing journey times.

A comprehensive programme of upgrading existing public transport interchanges (both rail and coach/bus) is also proposed. A first class transport system demands that travellers have levels of comfort, security and information which are above those that currently exist in many locations. The upgrading of interchanges can have a major impact on people's perception of public transport and is a central part of the Preferred Strategy.

Highway measures along the corridor are focussed on implementation of an upgraded Intelligent Transport System (ITS). This will assist in better management of traffic flow at busy times, providing higher standards of information to the travelling public and reducing the adverse impacts of incidents along the corridor.

Upgrading of the junctions around Swindon (15 and 16) are required to improve access to the urban area.