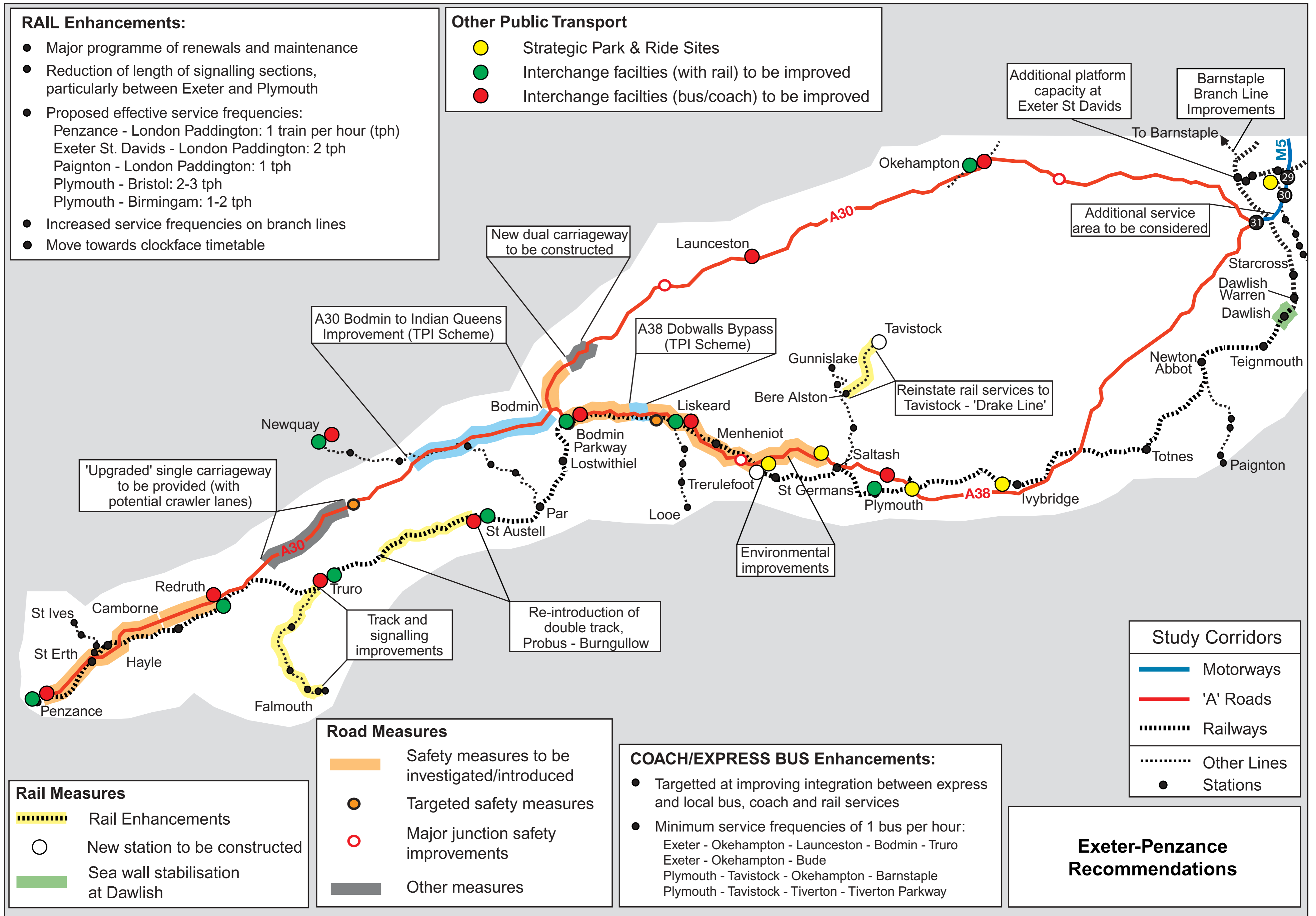


The Preferred Strategy - details 5

EXETER - PENZANCE TRANSPORT CORRIDOR



KEY PROBLEMS

The severance, noise and poor air quality caused by roads passing through or close to communities on the A38 corridor.

High accident rates on some single carriageway sections of the route corridors and some key junctions on both the A30 and A38.

Congestion on the trunk road network. The M5 junctions around Exeter experience delays at peak times, as does the A38 around Plymouth.

The A30 into Cornwall experiences seasonal congestion, as does the 'coincident' section of M5/A30 around Exeter.

The peripherality of Devon and Cornwall.

Journey time unreliability is a concern on both the rail lines and the A30/A38, particularly at times of peak demand.

The low frequency of public transport services and (particularly in rural areas) few public transport connections which connect with rail and coach stations. Interchange is difficult at many locations along the corridor.

PRINCIPAL MEASURES

Rail services should move towards a clockface service pattern with increased service frequencies. This requires additional rail capacity (double-track on some existing single-track sections, improvements to signalling and more platform capacity at Exeter St Davids). Branchline rail services are important for access to the mainline; changes to frequency and co-ordination are recommended.

There are also significant short-term requirements for renewals of existing track and signalling infrastructure, which if not undertaken will lead to a continued degradation of the quality of rail service within the corridor.

Upgrade the express bus networks in the area to increase opportunities for travel by express bus along the route corridors as well as improve the accessibility of key settlements elsewhere.

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

Park & Ride measures are proposed that seek to provide strategic links to the main urban centres of Plymouth and Exeter. Parking at railway stations is a key method of provision for longer-distance journeys to use non-car modes.

Measures from the Rural Access to the Transport System and Tourism Plans are particularly relevant to this corridor.

One new road scheme is proposed, a new dual carriageway between Temple and the Bodmin Bypass on the A30. Elsewhere, the approach is one of limited junction upgrades and local safety schemes. There is also a particular emphasis on the use of ITS measures to better manage traffic flows at periods of high demand.