



# Strategic Implementation Plan 2025-2050

[www.peninsulatransport.org.uk](http://www.peninsulatransport.org.uk)



## Foreword

We are delighted to present **the first Strategic Implementation Plan (SIP)** for Peninsula Transport. A vast amount of progress has been made since the Sub-national Transport Body's (STB) inception in 2018. This SIP represents the delivery plan for our Transport Strategy which was published in early 2024.

**The primary function of a Sub-national Transport Body** is to **publish a regional transport strategy and a plan for delivery** of agreed, regional priorities for strategic scale transport. We are proud to represent our member local authorities with a single voice and are pleased to present these regional priorities for investment in strategic transport in the south west peninsula.

**We look forward to working with our partners** the Department for Transport, National Highways and Network Rail to bring forward the delivery of these priorities over the next 25 years.

.....  
**Councillor Mark Coker** | Chair and Cabinet Member, Plymouth City Council

**Councillor Andrea Davis** | Cabinet member, Devon County Council |  
Chair, Peninsula Rail Task Force

**Councillor Adam Billings** | Cabinet member, Torbay Council

**Councillor Martin Worth** | Cabinet member, Cornwall Council

**Councillor Richard Wilkins** | Cabinet member, Somerset Council

# Table of Contents

- Foreword** ..... 2
- Introduction** ..... 4
  - Purpose of the Strategic Implementation Plan (SIP) and the role of Peninsula Transport
  - Our goals
  - A Strategy for the User
- National and Regional Policy** ..... 10
  - Hierarchy of policy
  - Methodology
  - Stage 1: Gateway Questions
  - Stage 2: Multi Criteria Assessment Framework
  - Vision Goals
  - Strategy Outcomes
  - Stage 3: Deliverability Assessment
  - Assumptions
- Delivery Plan** ..... 18





# Introduction

Peninsula Transport is the Sub-national Transport Body (STB) for the south west peninsula. We are one of seven STBs in England. Working closely with our partners, we are responsible for setting the transport strategy for the region and communicating the agreed major transport priorities to government.

## The roles of STBs are to:

- Produce a regional transport strategy
- Provide a single voice on transport investment priorities
- Provide leadership on strategic transport
- Shape national policy and strategies in partnership with key agencies
- Support local authorities with best practice and technical expertise
- Collaborate and work in partnership with other regional STBs

We work with the other STBs across the country and share data and innovative user tools to support our local authorities to ensure all partners have access to the same level of evidence. We work closely with our neighbouring STB – Western Gateway, on some topics areas such as freight and electric vehicle charging to take advantage of our geographic commonalities and when it makes sense to benefit from economies of scale.

We cover the entire transport system across the peninsula and beyond, from rail to roads and from inter-city freight to rural transport. We work with our five local transport authorities covering **Cornwall, Devon, Plymouth, Somerset** and **Torbay**; our strategic transport partners at Network Rail and National Highways; and other key stakeholders such as train operating companies, ports and airports. This plan sets out the strategic transport priorities for the peninsula region across all modes of transport.

## Purpose of the Strategic Implementation Plan (SIP) and the role of Peninsula Transport

### In summary, the SIP is:

- An Implementation plan document for the Peninsula Transport Strategy, which;
- Clearly sets out the strategic priorities for the region, and is;
- A strategic document providing advice to ministers for investment.

### The SIP is not:

- A long ‘wish list’ of historic aspirations and emerging schemes, or;
- A compendium of each local authorities’ major Local Transport Plan (LTP) schemes.

The SIP needs to be able to be used to respond to questions relating to transport investment prioritisation.

Peninsula Transport is not a funding or delivery body. Initiatives or schemes set out in this SIP are normally developed and delivered by a national agency such as Network Rail or National Highways or other stakeholders and partnerships. Typically, for strategic scale transport projects, the funding is provided by central government, not STBs.



The seven Sub-national Transport Bodies in England

## In 2021, Peninsula Transport published its Vision:



Transforming transport across the peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish

To realise the vision, we published five **Vision Goals**:

## Peninsula Transport Vision

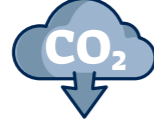
### Our Vision Goals



We will improve connections between people, businesses and places



We will enhance the resilience of the transport network



We will deliver affordable, zero-emissions transport for everyone



We will help to improve the health and wellbeing of communities in the peninsula



We will help the peninsula to be a great place to live and work

These goals cover a range of economic, environmental and social improvements that aim to improve the quality of life in the Peninsula.

### The Peninsula Transport Strategy states that the SIP will:

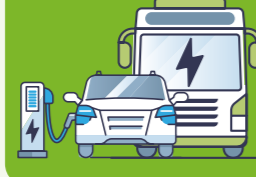
- Direct how strategic transport investment is allocated
- Support our partners and ensure investment is channelled effectively to preserve and maintain the safety, reliability and resilience of our existing transport networks
- Provide support for strategic rail and road schemes in the region
- Set out our support for local authorities' sustainable transport and Net Zero goals
- Highlight the full extent of resilience works required on the rail network
- Feed into the work of National Highways and the Department for Transport through their third Roads Investment Strategy process
- Monitor local highways authority road maintenance requirements

## Peninsula Transport Strategy

### Easier Journeys



### Going Electric



### A Connected Peninsula



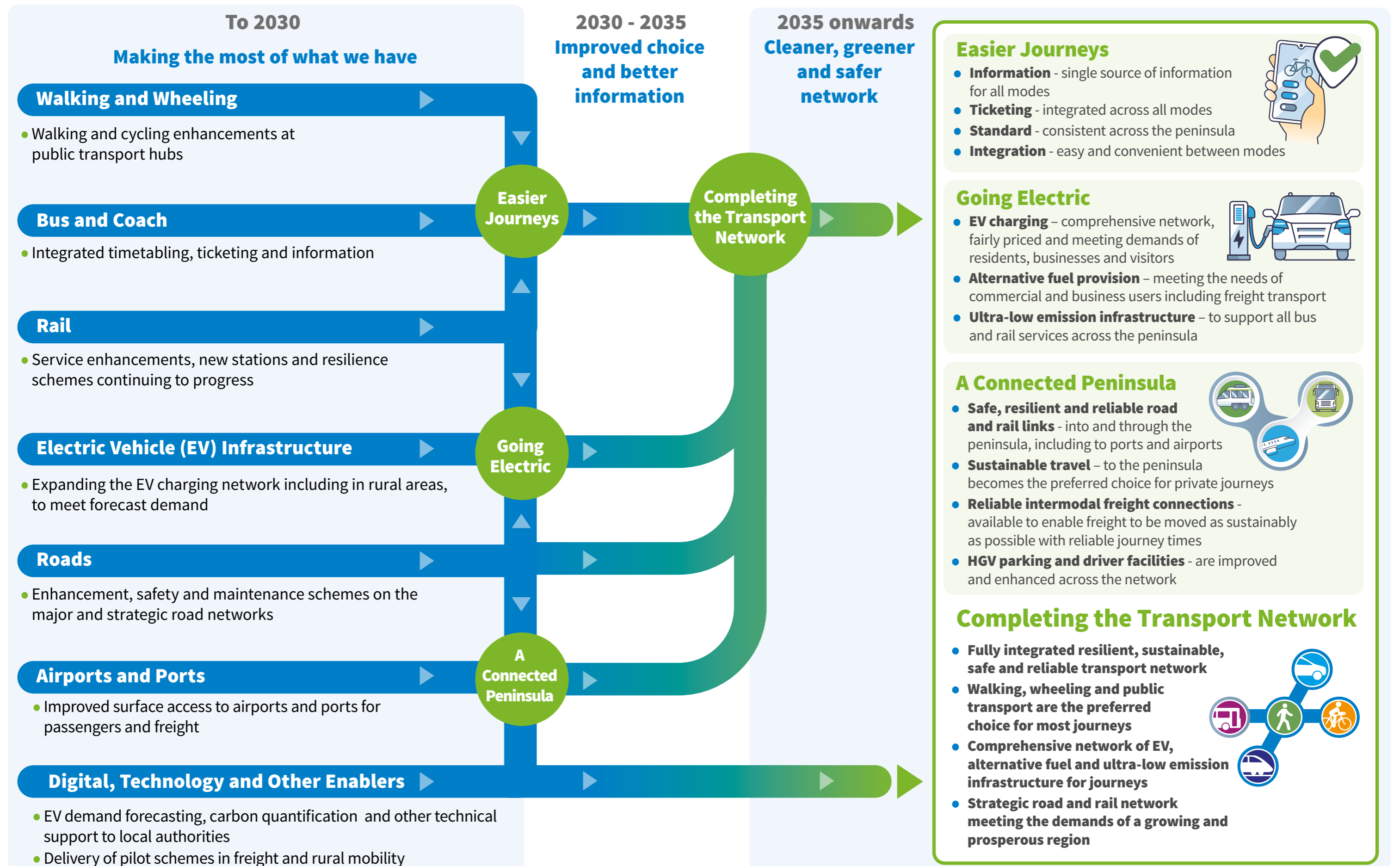
### Completing the Transport Network



**The four outcomes are achieved by various approaches** as set out overleaf. From better information, integrated ticketing, widespread and reliable EV charging infrastructure, greater freight connectivity, ultra-low emission infrastructure and vehicles, safer and more resilient roads to walking and wheeling connectivity at public transport hubs; Peninsula Transport is working to with our partners to work towards delivering these outcomes.

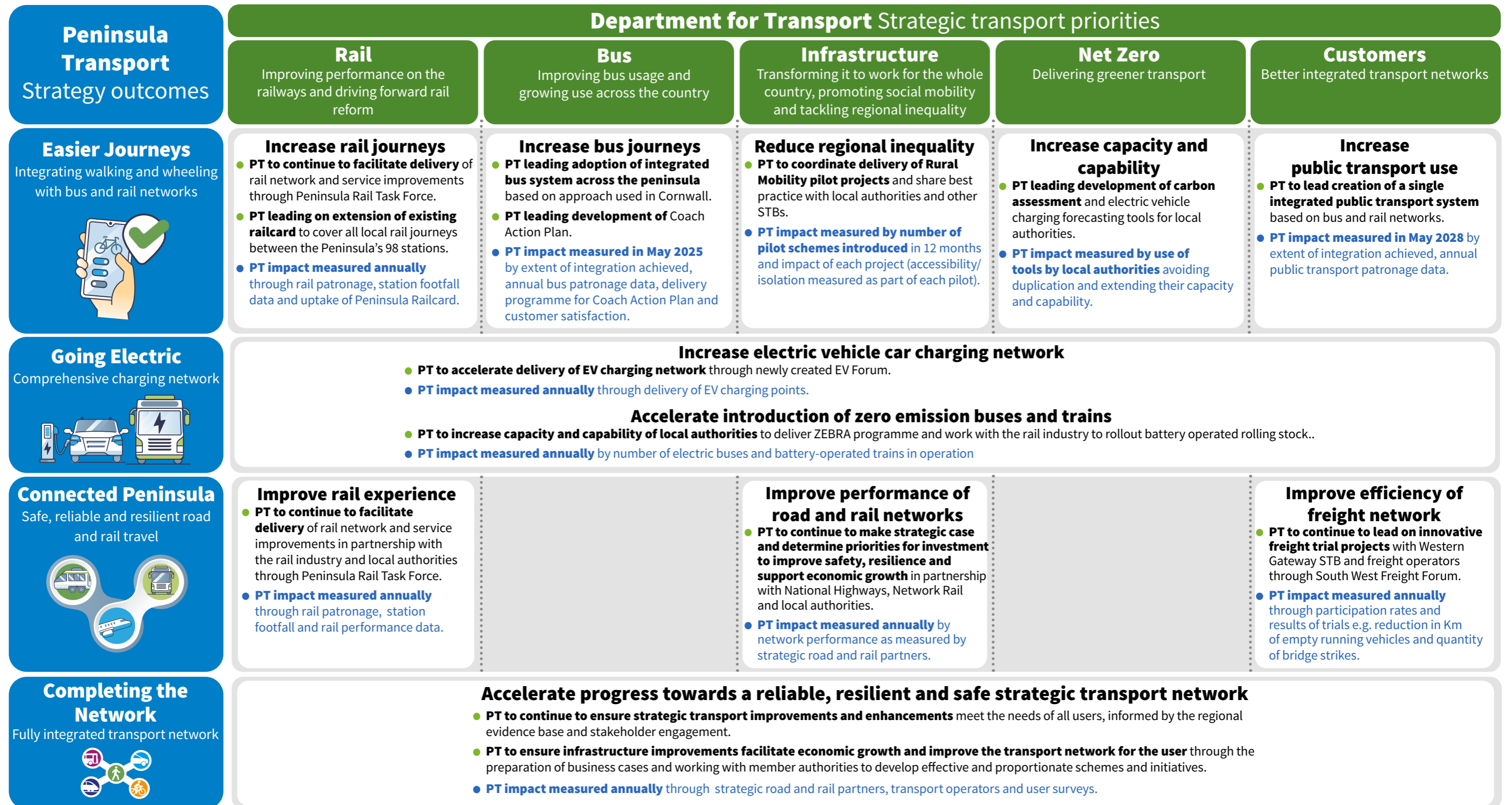


## A Strategy for the User

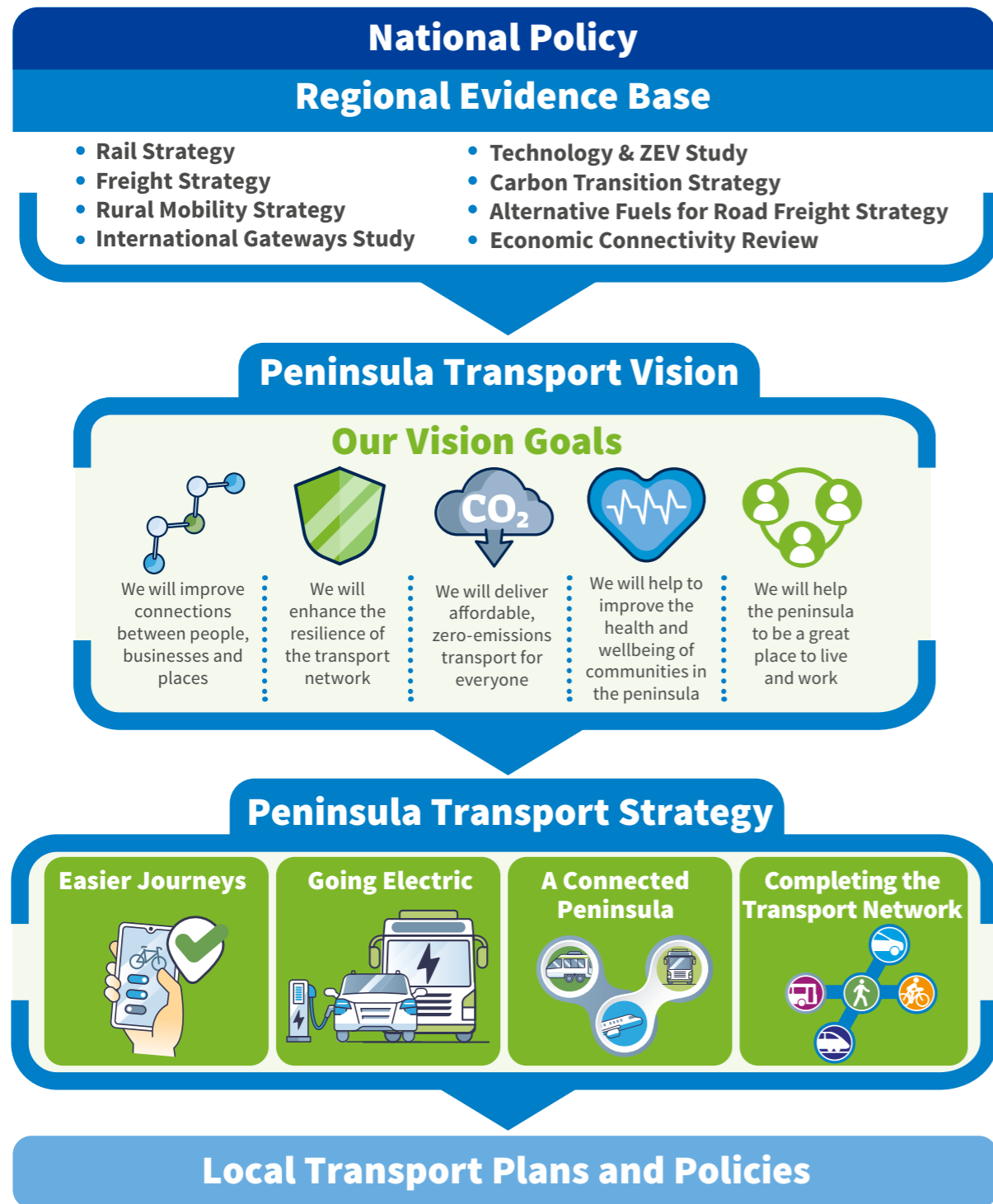


# National and Regional Policy

Our strategy is in line with the government's five priorities and pursuing our strategy objectives will help deliver the government's missions. Working closely with our partners, we are responsible for setting the transport strategy for the region and communicating the agreed major transport priorities to government.



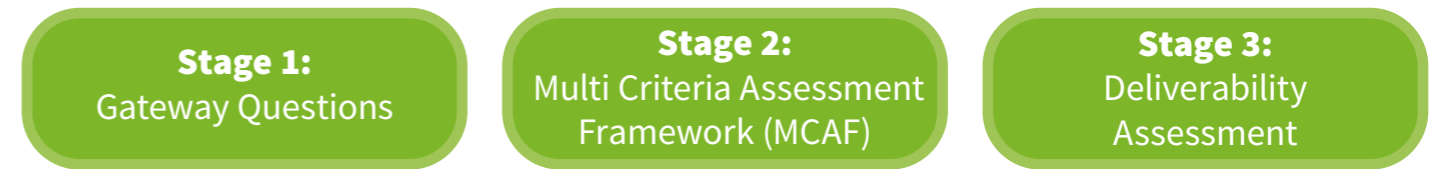
## Hierarchy of policy



## Methodology

The Peninsula Transport SIP is underpinned by a '3 stage process' of assessment.

The three stages are:



### Stage 1: Gateway Questions

To ensure each proposed scheme is strategic in scale and impact and would not be better included within a respective local authority's Local Transport Plan (LTP), six 'gateway questions' have been used to assess if a proposed scheme is strategic in scale and is appropriate for the SIP.

The Questions are:

**Does the proposed scheme...**

1. ...have strategic, regional impact beyond a typical LTP scheme?
2. ...require cross-boundary/regional/multi agency co-operation and/or delivery?
3. ...improve access to regionally or nationally significant destinations or international gateways?
4. ...overcomes a strategic issue that unlocks regional economic growth benefits or significantly increases resilience of existing networks?
5. ...facilitates improved strategic travel links between the peninsula and the rest of the country?
6. ...facilitates improved efficiency and sustainable movement of strategic freight in and out of the peninsula? If the answer to two or more of these questions is 'yes', they are considered to be strategic and a good fit for inclusion in the SIP.

### Stage 2: Multi Criteria Assessment Framework

Stage 2 assessed a scheme's impact in addressing the STB's four Transport Strategy outcomes and the five agreed STB Vision Goals. Each proposed scheme that has passed the Stage 1 Gateway Questions has been assessed against each of the nine indicators (outcomes and vision goals). Each scheme or initiative was attributed a score out of 5 and thus an overall score out of 45.



## Vision goals

### Peninsula Transport Vision

#### Our Vision Goals



We will improve connections between people, businesses and places



We will enhance the resilience of the transport network



We will deliver affordable, zero-emissions transport for everyone



We will help to improve the health and wellbeing of communities in the peninsula



We will help the peninsula to be a great place to live and work

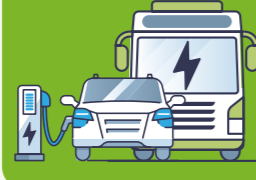
## Strategy outcomes

### Peninsula Transport Strategy

#### Easier Journeys



#### Going Electric



#### A Connected Peninsula



#### Completing the Transport Network



**Easier Journeys** – Integrating Active Travel with the bus and rail network to make public transport journeys easier



**Going Electric** – Affordable zero emission transport through a reliable charging network and alt fuel choices for road freight and buses



**A Connected Peninsula** – Safe, reliable and sustainable links to and through the Peninsula.



**Completing the Network** – Improving connections within a safe and fully integrated transport network to path to net zero.

## Stage 3: Deliverability Assessment

To ensure the SIP schemes are credible and there are links to the DfT's Transport Appraisal Guidance (TAG), a third stage of assessment was undertaken to ensure that proposed investments will provide value for money and are deliverable. This ensures consideration of the Green Book 'Five Case Model' for business cases is factored into the process.

Schemes or projects that pass Stage 1 and score highly in stage 2 were assessed against five Deliverability criteria and scored out of 5.

#### The five criteria are:

1. Cost
2. Value for Money
3. Affordability
4. Acceptability
5. Stage/Timescale

The assessment generated stage 2 and stage 3 scores for all schemes and a combined score that shows how well the scheme contributes to achieving the four strategy outcomes and five vision goals and a high-level assessment of deliverability.





## Assumptions

The assessment of deliverability is dependent on the information available to the STB team at the time and are qualitative. Inevitably there is inconsistency between the levels of accurate, verifiable information available for different schemes and initiatives. Consequently, the assessment is intentionally high level but is considered proportionate for this exercise at this stage in the business case development process.

Detailed analysis utilising the Department for Transport's Transport Appraisal Guidance (TAG) of schemes costs and benefits and thus Value for Money categories has not been undertaken (unless already available) and would be disproportionate to the strategic aims of this document. Many schemes are at an early stage of development and thus present a degree of uncertainty and risk. The assessment process assumes cost estimates provided by scheme promoters are of the right order of magnitude but may be subject to change and any future business case arising from scheme development will be expected to be carried out. Scheme prioritisation has been undertaken based on the best available information at this time and may also be subject to change should more detailed information be made available at a later in the future.

The scores in the stage 2 and 3 do not determine rigid, final ranking of the region's schemes. This three-stage framework is aimed at ensuring schemes are strategic in nature, a good strategic fit, contribute to delivering the strategy, are deliverable, affordable, credible and acceptable. Many schemes achieve similar scores and relate to different modes of transport. Some are region wide and represent generic programmes and cannot be effectively compared to a traditional infrastructure scheme. In some cases, there is an identified strategic problem or challenge that does not yet present a developed intervention or solution. Where it is too early in the scheme development process to score a scheme due to lack of information, key strategic challenges have been grouped separately.

The assessment of the fifth Deliverability criterion 'Stage/Timescale' informs the sequencing of the priorities into programme categories.

The purpose of the SIP is not to have a long list of ranked schemes as it is impossible to compare strategic transport schemes that use different modes to achieve different objectives. It is the case that many schemes that go through the 3-stage process generate very similar scores and thus it would be unhelpful to have a strict ranking system.

The SIP is also intended to act as a 'live document' that can be regularly reviewed and updated, and used to respond to specific calls for schemes, such as the DfT's invitation to STBs to submit bids for Major Road Network (MRN) scheme funding in 2018. The STB will be able to use the SIP to respond to specific requests for thematic investment funds. E.g. rail resilience investment funds or electric vehicle/zero emission public transport funding opportunities or other such ring-fenced specific funds. The scheme lists may also be amended based on changes in available information on e.g. scheme costs, change in strategic case for change, future national policy changes or other change that impacts the case for a scheme.





# Delivery Plan

The schemes have been grouped according to their relative strategic impact on the region, as well as their potential delivery programme.

## Schemes (all tiers)

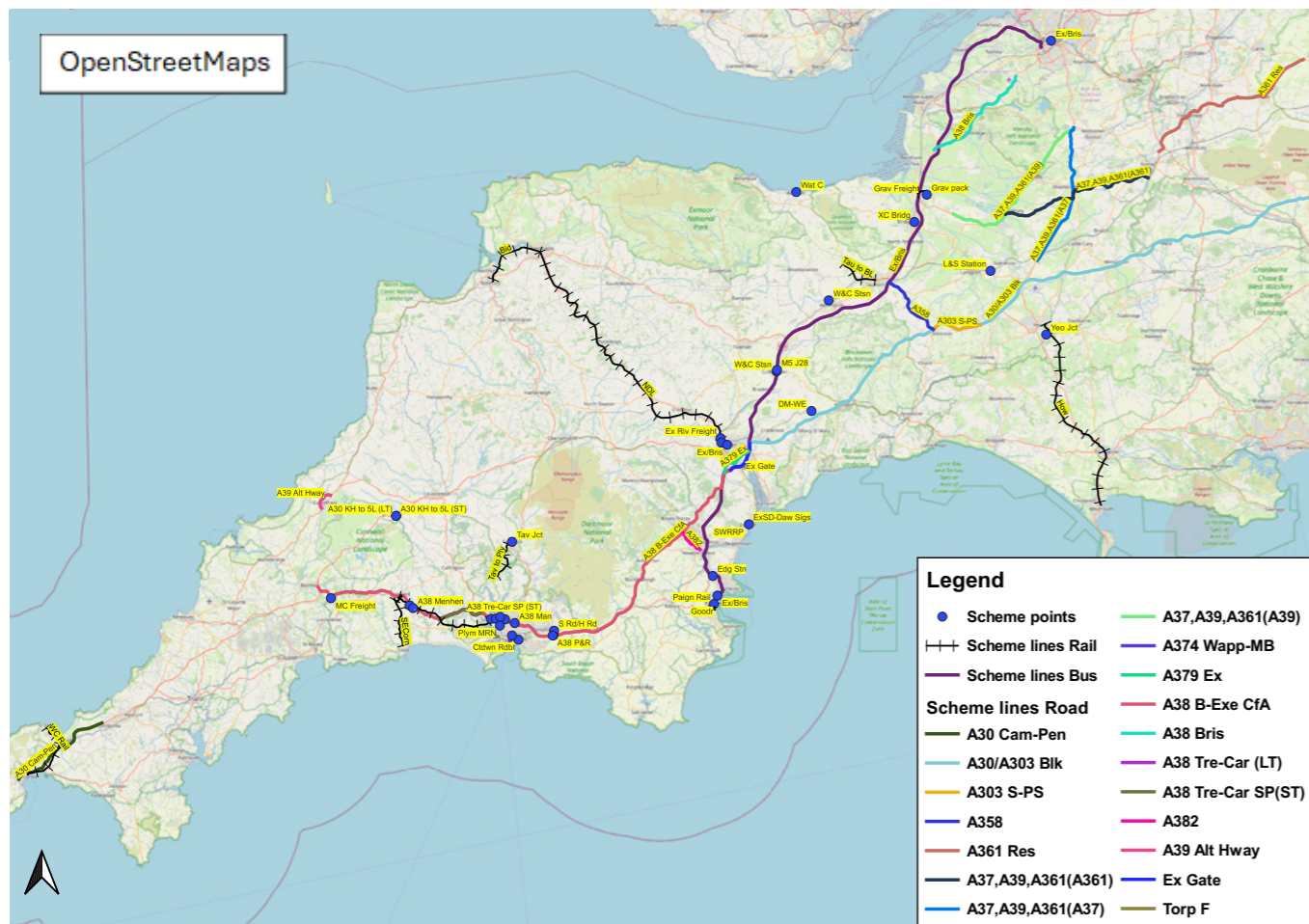


Table 1 sets out schemes that are 'Tier One - High Priority'. These are region-wide, cross boundary and multi stakeholder initiatives likely to be transformational to some or all of the region in transport terms. Some region wide projects cannot be promoted by a single local authority and require multi agency momentum and partnerships to come to fruition. Peninsula Transport is bringing together to accelerate delivery of initiatives that benefit the entire region.

The consultation has shown the public feel greater emphasis on safety is required. While Peninsula Transport is not a delivery body, and as such cannot determine the timescale of project delivery on assets operated by third parties; the STB's is committed to safety being the ultimate priority to be achieved through working with our strategic partners.

During the development of this SIP the Roads Investment Strategy 3 was still being progressed with Government. Therefore, no National Highways schemes are currently committed, and information on budget and programme is not available. As this cost and programme information becomes available, subject to future funding decisions, it will be considered in the SIP.

**Table 1 - Region Wide**

These are strategic, benefit the wider peninsula, perform well against the five vision goals, four strategy outcomes and are credible, deliverable schemes.

Tier One - Region wide						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
Rail Network Decarbonisation	Diesel RS	TOC / Network Rail	Rail	Replacement of current SW rolling stock offering more reliable and decarbonised rail and infrastructure to support phase out of all diesel trains in the peninsula. Potential hybrid solution of battery electric trains, both new/repowered trains and static infrastructure (overhead sections).	£50m+	5 to 10 years
Peninsula Rail Card	PRC	TOC	Rail	Extend Devon and Cornwall Railcard to cover whole peninsula region	Up to £1m	Up to 2 years
North Devon Line	NDL Speed	Network Rail	Rail	Signal, route and station upgrades to enable a reduction in journey times and enhanced capacity and train service frequency.	£50m+	2 to 5 years
South West Rail Resilience Programme Phase 5	SWRRP	Network Rail	Rail	Completion of final phase of SWRRP between Teignmouth and Dawlish and wider resilience works.	£50m+	2 to 5 years
Devon Metro - West of England Line	DM-WoEL	Network Rail	Rail	Additional infrastructure to provide 2tph between Exeter and Axminster. Builds on other work in progress led by Western Gateway STB on extension of Tisbury Loop which together will enhance resilience and capacity	£50m+	2 to 5 years
Better Buses for Peninsula	BBT	Peninsula Transport	Bus	Roll out of interoperable ticketing, consistent information and timetabling, and peninsula-wide bus improvements	£20m -£50m	2 to 5 years
Plymouth Metro	Plym M	Cornwall Council / Plymouth City Council / Network Rail	Rail	Package of improvements to facilitate metro levels of rail service for Plymouth and SE Cornwall Travel to Work area. Schemes combining include: SE Cornwall passenger improvements, signalling upgrade at Liskeard, Saltash Station platform improvements, signalling upgrade on Tamar Valley Line to enable one train per hour between Plymouth and Bere Alston, turnback facility east of Ivybridge, Plympton Station, Plymouth Station enhancements	£50m+	2 to 5 years
West Cornwall Rail Connectivity Upgrade	West Corn Rail	Cornwall Council/ Network Rail	Rail	St Ives line capacity improvements, passing loop, extension to the St Erth P&R and through services between Penzance and St Ives).	£10-20m	2 to 5 years

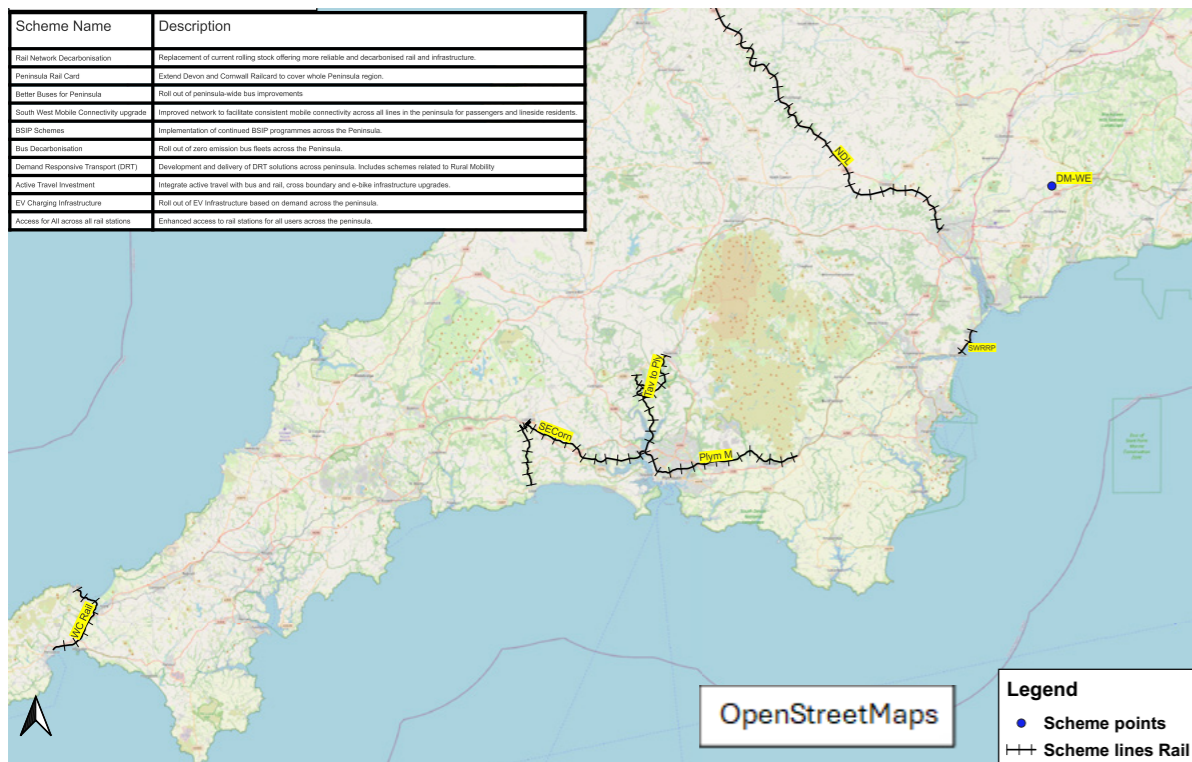
**Key:**

**Blue/White:** scheme or intervention has undertaken some development work that has enabled it to be assessed.

**Green:** scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

## Tier One - Region wide

Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
<b>Devon Metro - Tavistock to Plymouth</b>	Tav to Ply	Network Rail	Rail	Reopening of the Tavistock - Plymouth line -extension of Tamar Valley Line from Bere Alston.	£50m+	5 to 10 years
<b>South West Mobile Connectivity</b>	SWMC	Network Rail/TOC	Rail	Network operators equipment via FTN/GSMR or other network to facilitate consistent 3G/4G/5G mobile connectivity across all lines in the peninsula for passengers and lineside residents.	£10-20m	2 to 5 years
<b>BSIP Schemes</b>	BSIPs	LTA's	Bus	Implementation of continued BSIP programmes across the Peninsula	£10-20m	2 to 5 years
<b>Bus Decarbonisation</b>	Bus Dec	LTA's	Bus	Roll out of zero emission bus fleets across the Peninsula, Revenue and capital.	£10-20m	2 to 5 years
<b>Demand Responsive Transport (DDRT)</b>	DDRT	LTA's	Bus	Development and delivery of DRT solutions across peninsula. Includes schemes related to Rural Mobility	£5-10m	2 to 5 years
<b>Active travel Investment</b>	Act Tr	LTA's	Active Travel	Integrate active travel with bus and rail, cross boundary and e-bike infrastructure upgrades.	£10-20m	2 to 5 years
<b>Station access enhancements across all rail stations</b>	AfA All	Network Rail/TOC	Rail	Enhanced access to rail stations for all users across the peninsula, including ramps, lifts, and other station facilities e.g. parking and provision for buses.	£10-20m	2 to 5 years



## Short term priorities

Alongside the high priority, wide impact 'Tier One' schemes, the SIP has identified a second tier of schemes. These schemes were assessed as strategic in nature and merit inclusion in the regional SIP, however, are not necessarily cross boundary or multi stakeholder driven. They are strategic for the respective promoters or relevant stakeholders and are critical to growth of the region, however they may not span two or more LTAs or relate to strategic connectivity in or out of the peninsula. These Tier two schemes have been broken down based on their level of programme development and potential for delivery. Table 2 below identifies schemes that are sufficiently advanced that they could commence construction or be delivered within approximately two years.

**Table 2 - Short term strategic schemes**

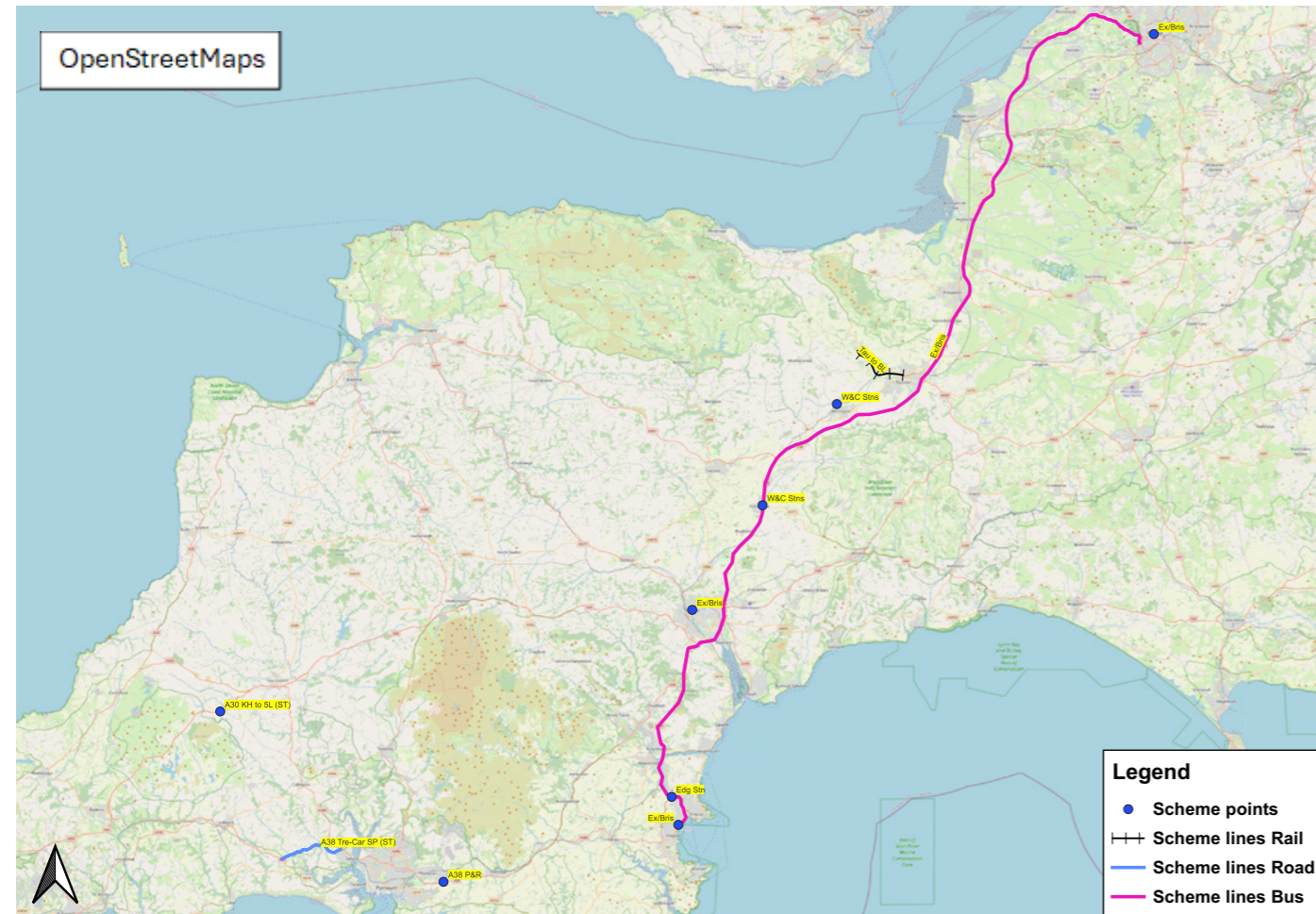
Tier Two - Strategic schemes (Short term)						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
<b>Reopen Wellington and Cullompton Stations</b>	W&C Stations	Network Rail	Rail	Two new stations at Wellington and Cullompton on Bristol to Exeter line.	£20m-£50m	Up to 2 years
<b>Edginswell Station</b>	Edgins	Torbay Council	Rail	New station at Edginswell to serve Torbay Hospital and local growth areas.	£10-£20m	Up to 2 years
<b>Taunton to Bishops Lydeard</b>	Tau to BL	Somerset Council	Rail	Reopening of line to Bishops Lydeard.	£1m-£5m	Up to 2 years
<b>A38 Deep Lane Park and Ride</b>	A38 P&R	Devon County Council and Plymouth City Council	Multi	Park and ride to Plymouth from Deep Lane and Sherford new community.	£5m-£10m	Up to 2 years
<b>A30 Kennards House- 5 Lanes (Plusha)</b>	A30 KH to 5L (ST)	National Highways	SRN	Partial gap closure and safety measures to reduce collision risk.	TBC	TBC
<b>A38 Trerulefoot to Carkeel Safety Measures</b>	A38 Tre-Car SP (ST)	National Highways	SRN	Deployment of Average speed and spot cameras and enforcement in partnership with Cornwall Council and Devon and Cornwall Police, to improve safety.	TBC	TBC
<b>A38 Case for Action - Bodmin to Exeter</b>	A38 B-Exe CfA	Peninsula Transport	Roads	Review of previous scheme/option development. Strategic Road and Major Network (SRN & MRN) improvements to improve journey reliability and safety record on corridor. <b>N.B. Strategic study required. Early stage of scheme development.</b>	£150k	0-2 years
<b>Coach links to Exeter and Bristol</b>	Exe Bris Coach	Torbay Council	Bus	Improved Coach service provision from Torbay to Exeter and Bristol.	£5-£10m	Up to 2 years

**Key:**

**Blue/White:** scheme or intervention has undertaken some development work that has enabled it to be assessed.

**Green:** scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

## Tier Two Schemes - Short term



## Medium term priorities

The following schemes are considered strategic in nature and merit inclusion in the region SIP, but are not however cross boundary or multi-stakeholder driven. They are strategic for the respective promoters or relevant stakeholders and are critical to growth of the region, however they may not span two or more LTAs or relate to strategic connectivity in or out of the peninsula. These are schemes which could potentially commence construction or be delivered within approximately two to five years.

**Table 3 – Medium Term Strategic Schemes**

Tier Two - Strategic schemes (Medium term)						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
Heart of Wessex Line Improvement	HoW	Network Rail	Rail	Additional Passing Loop between Castle Cary and Yeovil Pen Mill. Enables additional services - Yeovil to Weymouth and diversional route.	£20m-£50m	5-10 years
Gravity freight facility	Grav Freight	Network Rail	Rail	Potential rail freight facility at Gravity site nr Bridgwater. Includes new junction and line up to a delineation point.	£50m+	2 to 5 years

## Tier Two - Strategic schemes (Medium term)

Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
Additional long distance calls at Bridgwater	LD Bridg	TOC	Rail	Nine daily Manchester-Exeter services to call at Bridgwater	<£1m	2 to 5 years
Exeter St Davids - Dawlish signaling headways	ExSD-Daw Sigs	Network Rail	Rail	Reduce headways from 4 to 3 mins	£10m-20m	5-10 years
Strategic Rail Freight terminal - Mid Cornwall	R Freight M Cornwall	Network Rail	Freight	Potential rail freight site at Mid Cornwall. <b>N.B. Scheme in early stage of development.</b>	£5m-£10m	2 to 5 years
Strategic Rail Freight Interchange at Exeter Riverside Yard	Exe Rivers	Network Rail	Freight	Potential new rail freight site at Exeter Riverside.	£5m-£10m	2 to 5 years
Tavistock Junction (Yard)	Tav Jct	Network Rail	Rail	Potential Rail freight interchange close to Marsh Mills in Plymouth	£50m+	5-10 years
West of Plymouth P&R	WP P&R	Plymouth City Council	Bus	Park and Ride service for travellers from Cornwall and northwest.	£5m-£10m	2 to 5 years
Tamar Bridge Capacity Management Options	Tamar Br	Tamar Bridge Joint Committee	Roads	Improvements to enable free flow tolling and long term maintenance plan for the crossing. <b>N.B. Scheme in early stage of development.</b>	£5m-£10m	2 to 5 years
A358 Improvements package	A358	Somerset Council	Roads	Safety, capacity and active travel improvements package between Taunton and Southfields. <b>N.B Early stage of scheme development.</b>	£20m-£50m	2 to 5 years
Torpoint Ferries capacity improvements	Torp Ferries	Tamar Bridge Joint Comm	Local roads	Highway improvements to improve access to Torpoint ferry.	£1m-£5m	5-10 years
A38 Deep Lane Junction and Public transport	Deep Lane Jun	Devon County Council and Plymouth City Council	Roads	Junction improvements and public transport enhancements to facilitate growth of Sherford new community	£1m-£5m	2 to 5 years
A37, A361 A39 Connectivity and safety package	A37, A39, A361	Somerset Council	Roads	Safety and resilience measures to improve wider connectivity and remove pinch points ( <b>Early stage of scheme development</b> )	£20m-£50m	2 to 5 years
Paignton branch capacity improvements	Paignton	Network Rail	Rail	Additional through platform and footbridge at Newton Abbot, doubling of short single line at Newton Abbot Junction and replacement of crossover at Paignton	£5m-£10m	2 to 5 years

**Key:**

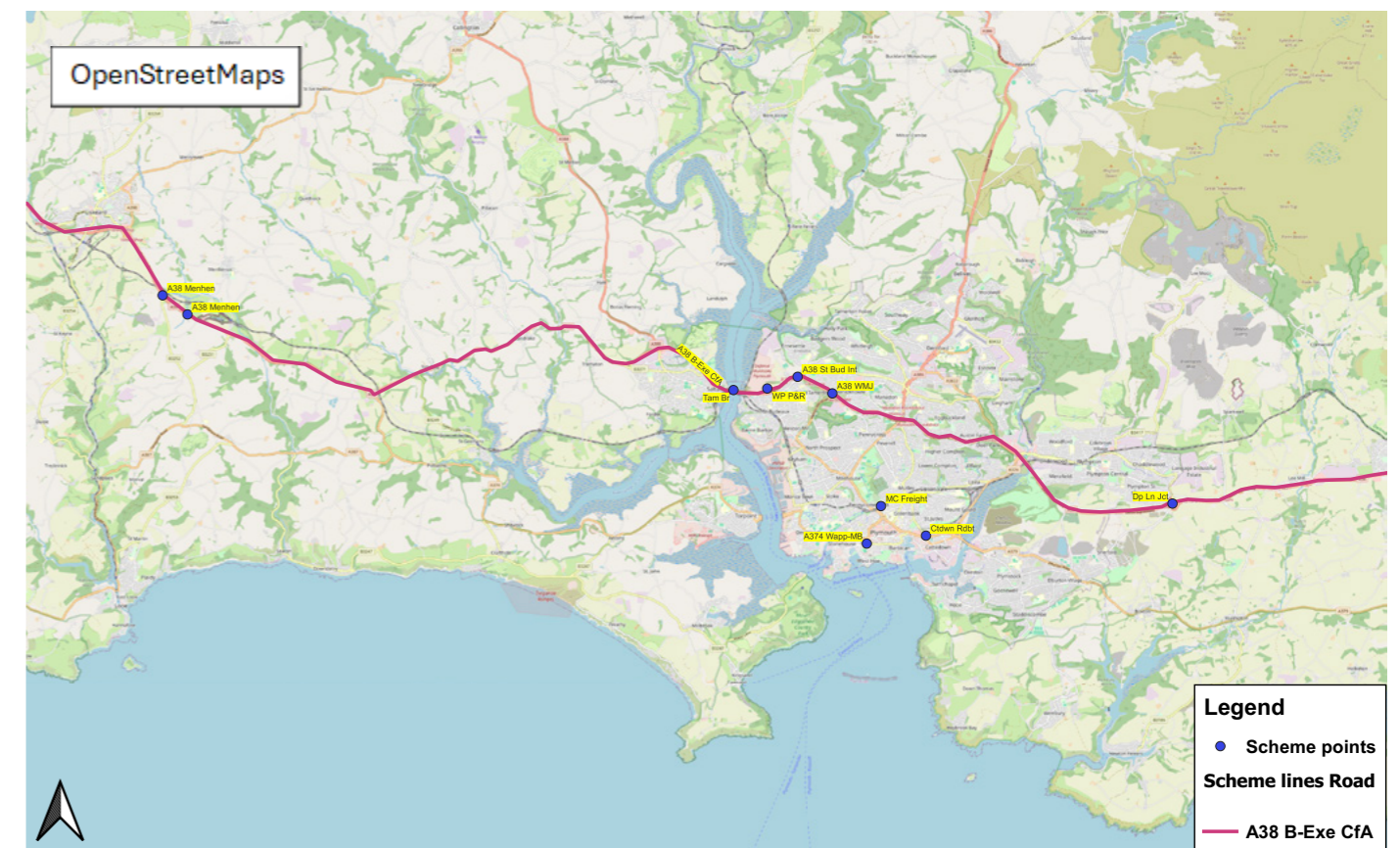
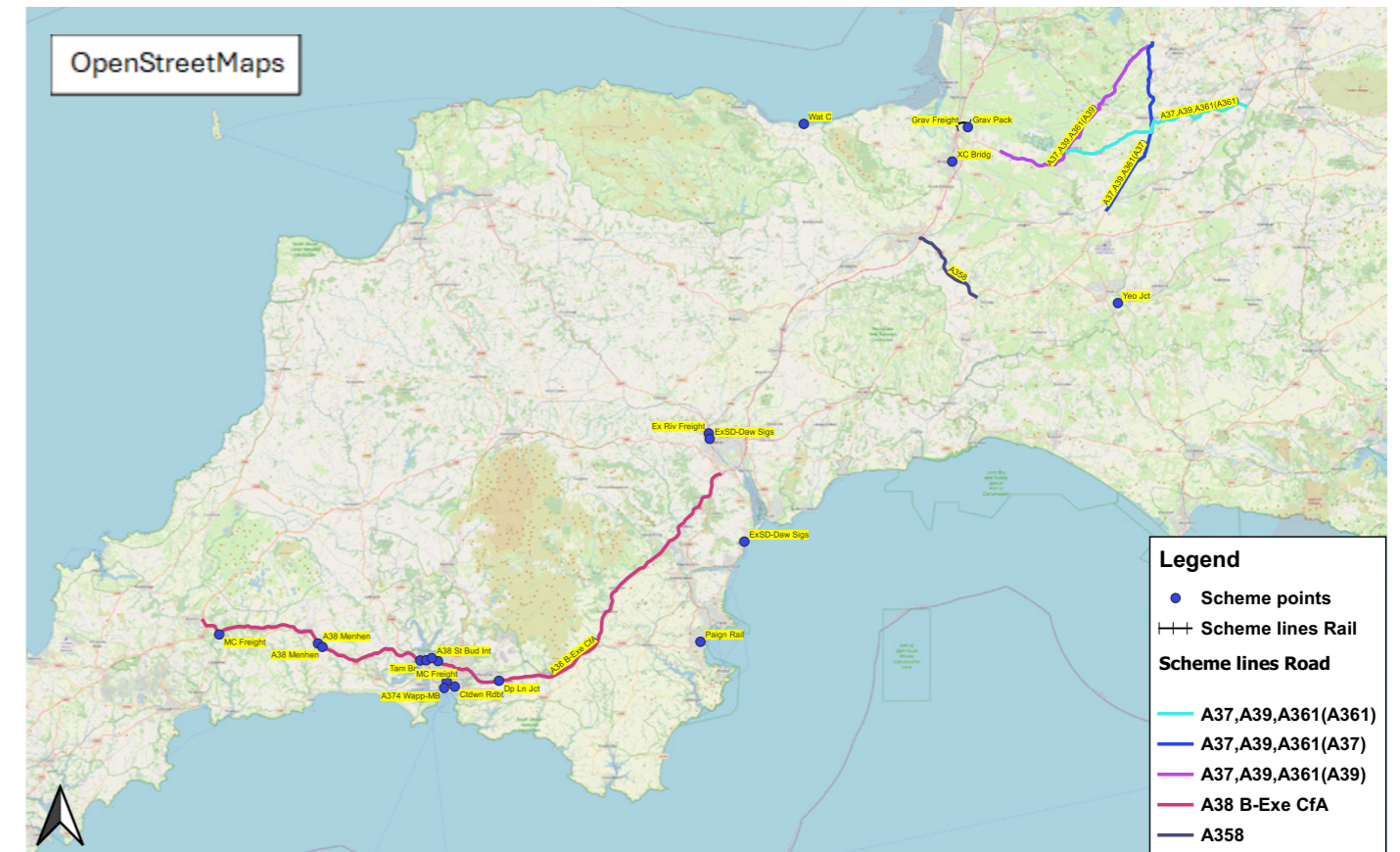
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## Tier Two - Strategic schemes (Medium term)

Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
A38 St Budeaux Interchange	A38 St Bud Int	Plymouth City Council	Roads	Capacity improvements to reduce congestion and delays on the SRN within Plymouth and improve safety by reducing queuing on the A38.	£10m-20m	2 to 5 years
Transport Strategy and multi modal package for Gravity Site, Somerset	Gravity package	Somerset Council	Multi	Development of multi modal access package and transport strategy to facilitate access to the new battery factory at Gravity site, Somerset.	£50m+	2 to 5 years
A30 Kennards House to Fivelanes (Plusha)	A30 KH to 5L	Cornwall Council	SRN	Long term resolution of safety risks. Junction improvements to rationalise central reserve crossings and reduce safety risk.	TBC	TBC
A38 Weston Mill Junction	A38 WMJ	Plymouth City Council	MRN	Improvements at A38 Weston Mill/ A3064 junction to improve capacity	£20m-£50m	2 to 5 years
Cattedown Roundabout	Cattedown	Plymouth City Council	MRN	Improvements to reduce congestion and delays at this junction, improving the capacity of route to Millbay Port. Scheme also provides bus priority and active travel improvements.	£10m-20m	2 to 5 years
A38 Trerulefoot to Carkeel Safety Package	A38 Trer-Car SP (LT)	National Highways	SRN	Long term package of interventions to improve conditions for all road users -safety, congestion, air quality concerns in local villages.	TBC	TBC
A38 Liskeard to Trerulefoot	A38 Lisk - Trer	National Highways	SRN	Long term resolution of safety risks. junction improvements to rationalise crossings and reduce safety risk.	TBC	TBC
A374 Western Approach to Millbay	A374 Wapp-MB	Plymouth City Council	Local roads	Highway capacity and freight improvements to enhance port access	£20m-£50m	2 to 5 years
Watchet Coastal Erosion Package	Watchet Coast	Somerset Council	Roads	Coastal and highways measures, cliff wall stabilisation and B3191 diversion	£20m-£50m	2 to 5 years

## Tier Two Schemes - Medium term



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## Long term priorities

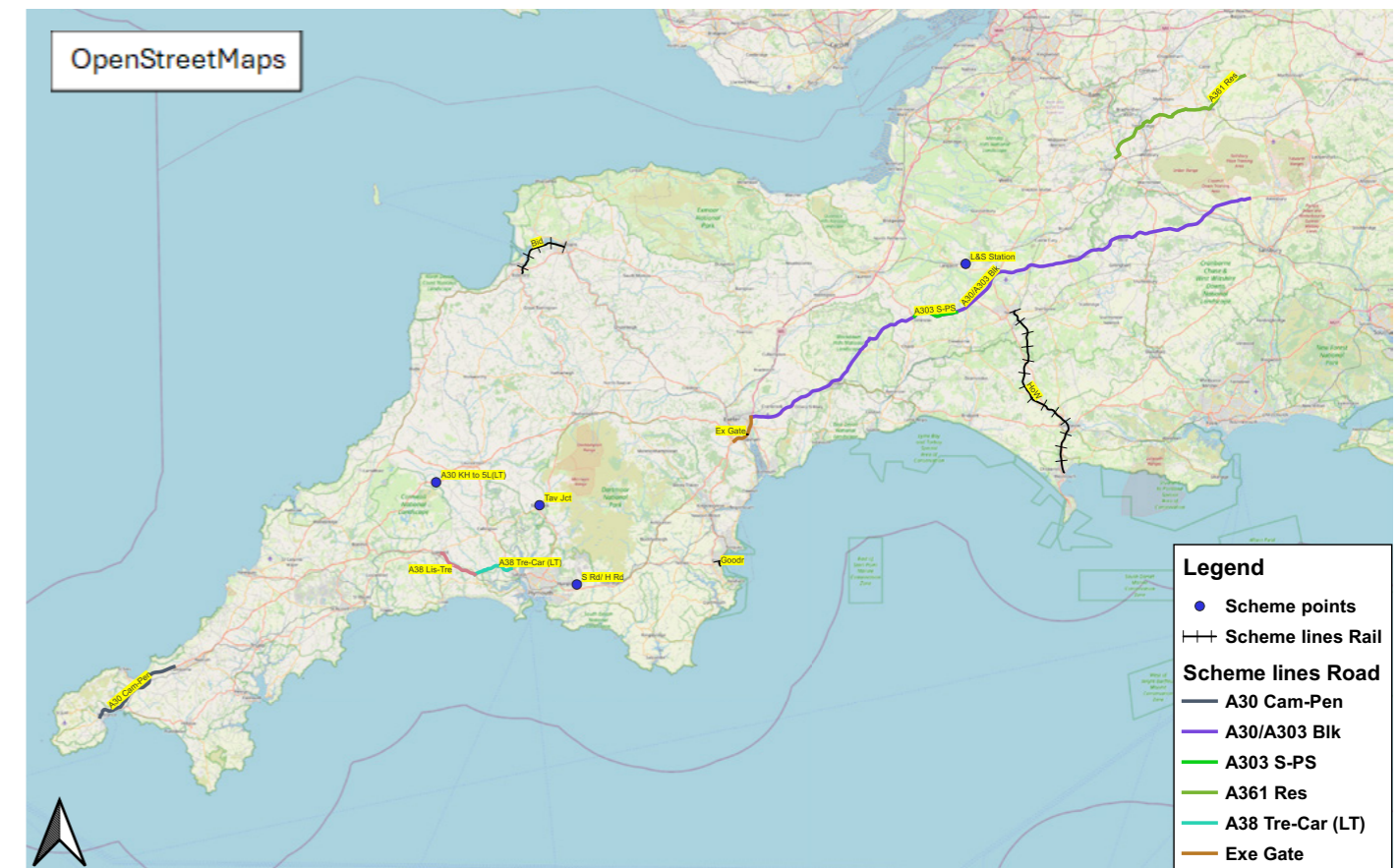
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**Table 4 – Long Term Strategic Schemes**

Tier Two - Strategic schemes (Long term)						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
New Station at Langport and Somerton on Castle Cary - Taunton Line	L&S Station	Somerset Council	Rail	New rail station serving Langport & Somerton between Taunton and Castle Cary	£20m-£50m	5-10 years
Yeovil Junction	Yeovil Jct	Network Rail	Rail	Extension of double track section at Yeovil Junction towards Crewkerne by approx. 1.6km. 1 tph diversionary capability when combined with additional infrastructure at Whimple/ Cranbrook.	£50m+	5-10 years
Goodrington Extension and proposed new station and park and ride	Goodr	Network Rail	Rail	- Extend track ownership from Paignton to Goodrington - Construct new single platform adjacent to Torbay Council land - Create new park and ride	£10m-20m	5-10 years
Bideford to Barnstaple rail extension	Bid	Network Rail	Rail	Relaying 8km of track from Barnstaple to Bideford to extend existing services	£50m+	5-10 years
A30/A303 Blackdown	A30/A303 Blackdown	Devon County Council	Roads	Enhancement to second strategic route between A358 and Exeter to address capacity and safety issues. <b>(N.B. Early stage of scheme development.)</b>	£50m+	5-10 years
A361 Resilience Package	A361 Res	Somerset Council	Roads	Flood and safety resilience package. <b>(N.B. Early stage of scheme development.)</b>	£20m-£50m	5-10 years
A30 Camborne to Penzance	A30 Cam - Pen	Cornwall Council/ National Highways	Road	Safety, capacity and resilience package. <b>(Pre-scheme development - Strategic case study required.)</b>	TBC	TBC
J29-31 – M5 Exeter Gateway	Exe Gateway	Devon County Council/ National Highways	Multi	Aim to address capacity and congestion on strategic gateway into peninsula. Multi modal package of measures to mitigate congestion. <b>(Pre-scheme development - Strategic case study required.)</b>	TBC	TBC

Tier Two - Strategic schemes (Long term)						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme
A303 South Petherton to Southfields	A303 S-PS	National Highways	SRN	Improvements to the A303 at and between South Petherton and Southfields roundabouts, including junction improvements	TBC	TBC
Sandy Rd/ Holland Rd junction	Sandy/ Holland Jct	Devon County Council	Local Roads	Junction improvements north of A38 to improve access to Freeport	£1m-£5m	5-10 years

### Tier Two Schemes - Long term



#### Key:

**Blue/White:** scheme or intervention has undertaken some development work that has enabled it to be assessed.

**Green:** scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

## Committed Schemes

In developing our SIP for the next 10 years, we assume that committed schemes, with existing approvals and funding from government investment programmes such as Major Roads Network (MRN), Large Local Majors (LLM), RIS2 or Homes Investment Fund (HIF) will continue towards delivery subject to government decision. Some are part of existing programmes but are not confirmed as committed but await government decision on next steps. As such they appear separately from the other SIP schemes.

Similarly, we also present safety schemes separately, where an urgent need for intervention is required.

### Table 5 – Schemes in development/under review by Government

These schemes remain high priority local authority schemes in the MRN / LLM programme however funding remains uncertain while they are all under review by the Department for Transport as part of the comprehensive spending review.

Schemes in development/under review by Government						
Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme/ Stage of development
<b>A39 Atlantic Highway - Camelford Improvement</b>	A39 Atl Hway	Cornwall Council	MRN	Provision of link road to divert MRN traffic away from constrained town centre network. <b>(In MRN Programme but not committed.)</b>	£50m+	5-10 years. OBC submitted 2024.
<b>M5 Junction 28 Cullompton</b>	M5 J28	Devon County Council	MRN	Improve junction which is at max capacity during peak periods to mitigate impacts of proposed new development - Culm Garden Village (up to 5000 new dwellings) <b>(In MRN Programme but not committed.)</b>	£50m+	5-10 years. Strategic Outline Business Case (SOBC) submitted.
<b>A379 Exeter Outer Ring Road</b>	A379 Exeter	Devon County Council	MRN	Replacement or refurbishment of bridge crossings on MRN east of Exeter, improving resilience of key SRN diversionary route.	£20m-£50m	2 to 5 years. (A379) Outline Business Case (OBC) funded and in development.
<b>Plymouth MRN</b>	Plym MRN	Plymouth City Council	MRN	Improvements to MRN across Plymouth city to enhance capacity, improve resilience and encourage growth. <b>In receipt of DfT co-development funding to FBC. Full funding subject to approval of FBC</b>	£20m-£50m	0 to 2 years. MRN - OBC approved 2024, FBC in progress.
<b>A382 Corridor Improvements</b>	A382	Devon County Council	MRN	Improvements to MRN corridor connecting key housing and employment growth areas north of Newton Abbot	£50m+	2 to 5 years. Full Business Case (FBC) submitted.

## Schemes in development/under review by Government

Scheme	Scheme Short Name	Promoter / Authority	Mode	Mode/Scheme Notes	Budget Category	Programme/ Stage of development
<b>A38 Manadon Interchange</b>	A38 Manadon	Plymouth City Council	LLM	Upgrade to interchange to reduce congestion and delays and improve safety, through targeted widening to increase capacity, improve journey times for buses and improving connectivity between growth areas and the SRN. <b>In receipt of DfT co-development funding to FBC. Full funding subject to approval of FBC</b>	£50m+	2 to 5 years. OBC approved 2024, FBC in progress.
<b>A38 MRN M5 J22 to Bristol Airport</b>	A38 Bristol	Somerset and North Somerset Councils	MRN	Improvements to MRN connecting M5 with Bristol Airport, reducing impact on local communities and improving strategic connectivity.	£20m-£50m	2 to 5 years. A38 MRN M5 - OBC Approved Nov 24.

### Schemes in development/under review by Government



**Key:**  
**Blue/White:** scheme or intervention has undertaken some development work that has enabled it to be assessed.

**Green:** scheme or intervention is at an early stage of development or a case for change has been identified but no detailed scheme is available to assess.

## Next Steps

The SIP is a live document that can be updated quickly to reflect changes in policy or strategic direction. As additional scheme development work is undertaken and new information becomes available, the SIP scheme tables will be updated to reflect an up to date pipeline of credible, investment priorities that will help deliver the government's missions and the Peninsula Transport Strategy.

If you want to get in touch to discuss the SIP please email [info@peninsulatransport.org.uk](mailto:info@peninsulatransport.org.uk) or write to:

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