

Peninsula Rail Task Force

Devon Maritime Forum
8th December 2015



**PENINSULA RAIL
TASK FORCE**

Introduction

Clr. Andrew Leadbetter

Chair of PTRF



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Context



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Peninsula Rail Task Force

- ◆ PRTF Started in 2013 due to impact of severe weather incidents
- ◆ PRTF membership
 - ◆ 5 local transport authorities: Somerset, Devon, Cornwall, Plymouth, Torbay
 - ◆ Heart of the South West, and Cornwall & Isles of Scilly, LEPs
 - ◆ Stakeholders



Aim

To provide a **united voice**, bringing **cross party support**, to make the case for **greater investment** by Government into the South West rail network for: “a ***resilient and reliable rail network, with faster journey times, and better connectivity, with sufficient capacity and comfort.***”



Campaign Progress

- ◆ Focus on resilience and connectivity issues
- ◆ Meetings with Secretary of State Patrick McLoughlin
- ◆ Meeting with the Prime Minister
- ◆ Communications campaign with wider stakeholders
- ◆ House of Commons and MP briefings
- ◆ Attendance at SW Rail APPG



Campaign Progress

- ◆ December 2014: PRTF recognised as the official vehicle for developing rail proposals
- ◆ PRTF asked by Secretary of State to produce a Cogent and Compelling Report on Rail Investment Needs in SW Peninsula by June 2016
- ◆ January 2015 onwards – workshops/ regular DfT/ PRTF/ NR Board to oversee the work and focus of the report.
- ◆ March and September 2015 and ongoing: Stakeholder workshops



Remember this?



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PRTF 3 Point Plan

Bruce Thompson
Devon CC Rail Strategy Lead Officer and
Chair, Peninsula Rail Officer Group



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Context

- ◆ Incidence of Weather-related disruption across SW Peninsula (added to other “more routine” disruption)
- ◆ South West Peninsula Rail Investment Deficit
- ◆ NR Western and Wessex Route Studies (WRS)
- ◆ Franchise Direct Awards etc.
- ◆ Economic Case for reliable and effective Railway

National Context

Area	Population (2012 mid year estimates)
West Midlands urban area	2,762,700
Greater Manchester	2,702,300
West Yorkshire	2,240,700
Far South West Peninsula	2,217,800
Greater Glasgow	1,789,600
Tyne and Wear	1,108,100
West of England (Bristol / Bath area)	1,080,600
Southampton	239,400
Cambridge	125,200

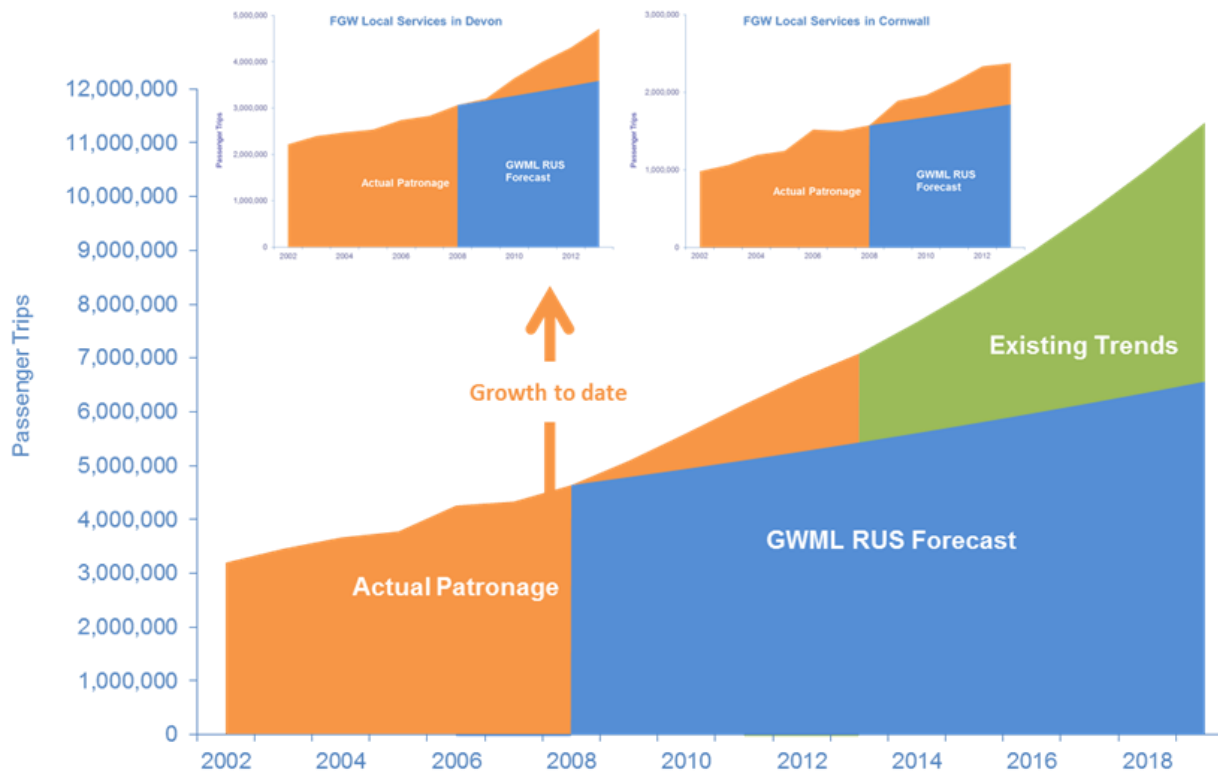


Regional Context

Area	Total size of economy - GVA 2011	Total population – mid year estimates 2012
South West Peninsula - Cornwall, Devon, Plymouth, Somerset and Torbay	£35.81bn	2,217,800
West of England - BANES, Bristol, North Somerset and South Gloucestershire	£26.03bn	1,080,600
South Wales line - Monmouthshire, Newport, Cardiff, Vale of Glamorgan, Bridgend, Neath, Port Talbot and Swansea	£22.67bn	1,232,500
Christchurch to Weymouth line - Bournemouth, Dorset and Poole	£13.36bn	750,300

Growth

FGW Local Services in Devon and Cornwall



Growth Across Peninsula

Line	Patronage Growth 2002 - 2013
Exeter/Paignton/Plymouth	+121%
Exeter/Barnstaple	+177%
Exeter/Exmouth	+98%
Plymouth/Penzance	+186%
Plymouth/Gunnislake	+56%
Liskeard/Looe	+69%
Par/Newquay	+97%
Truro/Falmouth	+231%
Penzance/St Ives	+60%
Total	+123%
National Regional Rail Sector	+57%
National Rail All Sectors	+61%



3 Point Plan

A railway that is:

- ◆ Resilient and reliable
- ◆ With faster journey times and better connectivity
- ◆ With sufficient capacity and comfort



Resilience

Many causes of service disruption, not just weather, much expected if not always foreseen.

Resilience through:

- ◆ Avoiding Disruption
- ◆ Recovery Resilience
- ◆ Network Resilience; Diversion Routes when needed



A Resilient Railway

- ◆ Dawlish – our lifeline
 - ◆ Able to be fully resilient (to similar standard to rest of network)
 - ◆ Completed by CP6 2019-2024?
- ◆ East of Exeter
 - ◆ Somerset Levels: Levels & Moors Flood Action Plan
 - ◆ Passing Loop(s) Exeter – Yeovil – Castle Cary
 - ◆ Completed by CP6?



Journey Time & Connectivity

Address SW Peninsula economic deficit through:

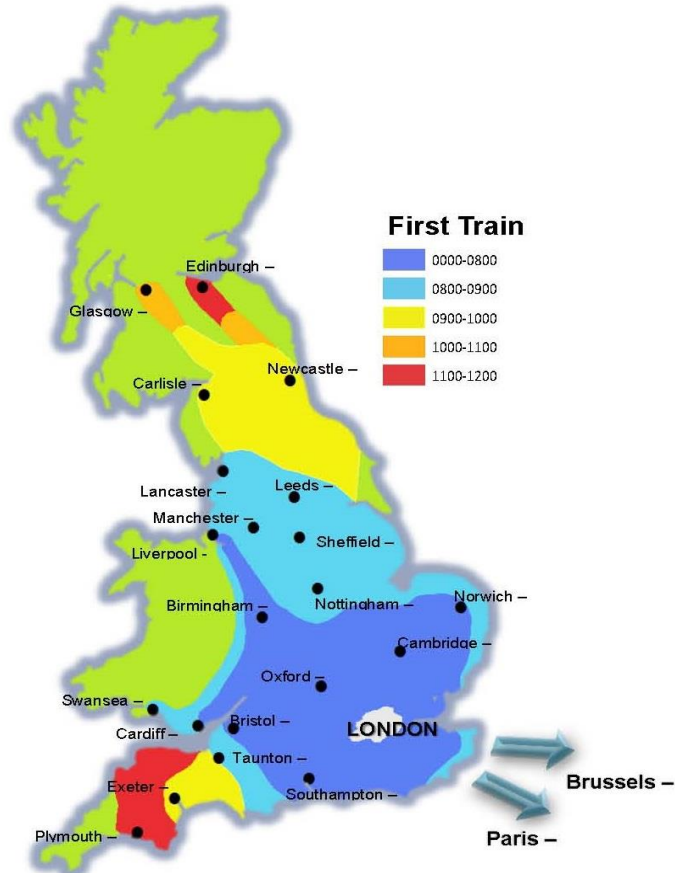
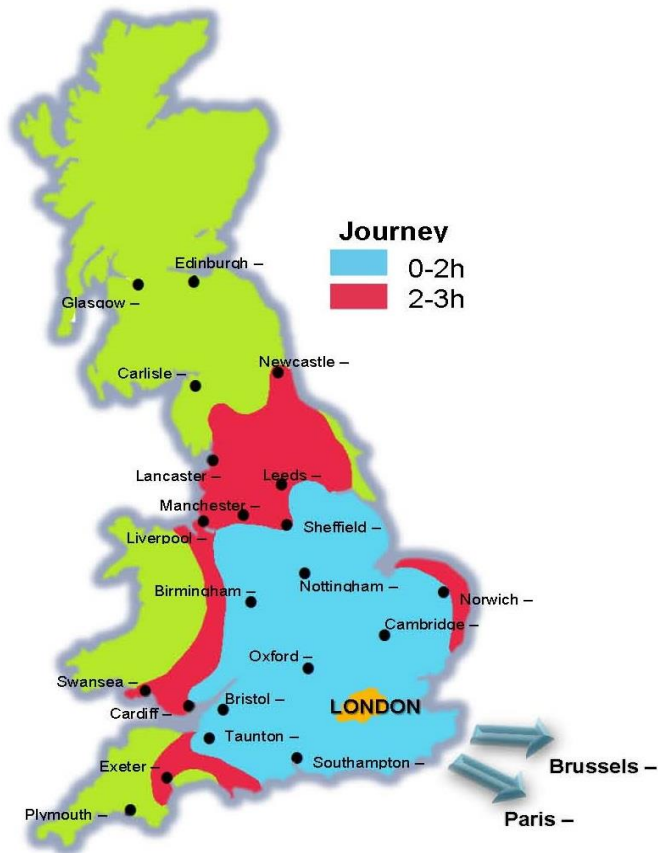
- ◆ Modern Rolling stock:
 - ◆ no slam doors; better acceleration; better frequency to London and locally
 - ◆ Additional Local DMUs cascaded after Thames Valley electrification – to avoid growing demand being choked off
- ◆ Electrification:
 - ◆ National context: only main line not planned to be electrified
 - ◆ NR (WRS) identifies benefits across the network of rolling stock compatibility, e.g. diversion route for S Wales line; Reading-Paddington capacity
 - ◆ Good business case; futureproofing



Journey Time & Connectivity

Typical Journey

Earliest Arrival



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Sufficient Capacity and Quality (& Network Resilience)

Network capacity West of Exeter (Currently solely reliant on one line)

- ◆ Additional line Exeter – Newton Abbot:
 - ◆ NR WRS identifies need to provide sufficient capacity
 - ◆ What output(s) would solve this?
- ◆ Northern Route Exeter- Plymouth via Okehampton and Tavistock:
 - ◆ Network resilience incl. Exeter - Plymouth
 - ◆ Economic benefit to low GVA areas of N&W Devon & N Cornwall



Final Report: Key Themes

- ◆ **Economic case:** benefits of improved rail network: increase in productivity and GVA
- ◆ **Faster journey times** - line speed/ infrastructure improvements
- ◆ Dawlish/ Teignmouth **seawall**; our lifeline; NR study; Govt. funding commitment
- ◆ East of Exeter: **Somerset Levels** resilience; **Exeter-Salisbury** incl. **diversion route** via Yeovil/ Castle Cary;
- ◆ **Northern Route** – Exeter – Okehampton – Tavistock – Plymouth
- ◆ **Dawlish Avoiding Line** – *additional, not alternative, route!*
- ◆ **Electrification** – PRTF study to inform forthcoming NR RUS



Next Steps

- ◆ Recognition of a distinct South West Peninsula Business Case and GVA uplift as a key output
 - ◆ Collaborative working with DfT, NR and partners
 - ◆ Learning from others
- ◆ Alignment with wider industry investment plans
- ◆ Sequential Programme of Network Enhancement
- ◆ Report will be submitted June 2016.



Thank you

<http://peninsularailtaskforce.co.uk/>

<http://resiliencesouthwest.co.uk/>



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