

Phil Norrey  
Chief Executive

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To: The Chairman and Members of  
the Devon and Exeter Rail  
Project Working Party

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

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(See below)

Your ref :  
Our ref :

Date : Date Not Specified  
Please ask for : Wendy Simpson 01392 384383

Email: wendy.simpson@devon.gov.uk

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**DEVON AND EXETER RAIL PROJECT WORKING PARTY**

Friday, 19th February, 2016

A meeting of the Devon and Exeter Rail Project Working Party is to be held on the above date at 2.00 pm in the County Hall, Exeter EX2 4QD to consider the following matters.

P NORREY  
Chief Executive

**AGENDA**

**PART I - OPEN COMMITTEE**

1 Apologies for Absence

2 Minutes (Pages 1 - 4)

Minutes of the meeting held on 17 July 2015 (attached).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

4 Updates

(a) Network Rail: David Northey to report.

(b) Great Western Railway (First Great Western): Dan Okey/Matthew Barnes to report.

(c) South West Trains: Chris Loder to report.

5 Progress Report (Pages 5 - 10)

Report of the Head of Planning, Transportation & Environment (PTE/16/11) on progress on the range of rail projects being undertaken by the County Council and its partners since the July 2015 meeting, attached.

*Electoral Divisions(s): All Divisions*

6 Next Meeting

To fix a date for the next meeting.

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF PRESS AND PUBLIC**

*Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).*

*Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.*

**MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

<b>Membership</b>
County Councillors: B Hughes (Chairman), Ball, Biederman, Bowden, Eastman, Julian, Mathews, Sellis, Squires, Way, Westlake and Younger-Ross Exeter City Councillors: Leadbetter, Sutton & Wardle East Devon District Councillors: Bailey & Foster Mid Devon District Councillors: Chesterton & Heal North Devon Councillors: Flynn & Luggar Teignbridge District Councillors: Goodey & Prowse Torbay Councillors: Doggett & Manning
<b>Declaration of Interests</b>
Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.
<b>Access to Information</b>
Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Wendy Simpson 01392 384383  Agenda and minutes of the Committee are published on the Council's Website.
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The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <a href="http://www.devoncc.public-i.tv/core/">http://www.devoncc.public-i.tv/core/</a>  In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.  Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

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Induction loop system available

- (a)
- (b)



## DEVON AND EXETER RAIL PROJECT WORKING PARTY

17 July 2015

Present:-

Devon County Council:-

Councillors B Hughes (Chairman), Ball, Biederman, Bowden, Julian, Sellis, Squires, Way, Westlake and Younger-Ross

*[NB: Councillor Julian present from Minute 25 onwards]*

Exeter City Council:-

Councillors Leadbetter and Wardle

*[NB: Councillor Leadbetter present from Minute 25 onwards]*

East Devon District Council:-

Councillors Bailey and Foster

Mid Devon District Council:-

Councillors Chesterton and Heal

North Devon Council:-

Councillor Luggar

Teignbridge:-

Councillors Goodey and Prowse

Torbay Council:-

Councillor Manning

Members attending in accordance with Standing Order 25:-

Councillor Hosking (DCC)

Apologies:-

Councillors Mathews (DCC), Sutton (Exeter), Flynn (North Devon) and Doggett (Torbay)

**23**      **Minutes**

**RESOLVED** that the minutes of the meeting held on 13 February 2015 be signed as a correct record.

**24**      **Induction for New Members**

The Head of Planning, Transportation & Environment gave a presentation on the composition and role of the Devon and Exeter Rail Project Working Party, the rail industry structure and how partner authorities worked with the rail industry.

# Agenda Item 2

## CABINET

Devon and Exeter Rail Project Working Party: 17/7/15

### **25**      **Update from South West Trains**

Mr C Loder, Head of Business Projects, South West Trains, gave a presentation which covered:

- December timetable plans - including improved services to Yeovil, London, Cranbrook and Honiton;
- general update - overhaul of Class 159 diesel multiple unit fleet; passenger growth; pressure on services west of Salisbury;
- "Deep Alliance" with Network Rail - due to end on 31 August 2015;
- second South Western Direct Award (franchise) - consultation period to commence later this year;
- long-term future stakeholder aspirations - including: reduced journey times to London; a second station for Cranbrook; and link between West of England and Tarka Line services.

Matters discussed by Members with Mr Loder included:

- train operating companies continuing to work together on the common goal of improved services, the constraints involved and the excellent spirit of co-operation;
- the opportunity provided by new franchise consultations to pursue aspirations for improved services, Devon Metro, links with branch lines, additional rolling stock etc;
- capacity planning for new development east of Exeter (Cranbrook etc);
- reinstatement of Barnstaple - Bideford Line;
- Local Enterprise Partnerships (LEPs) as a source of funding for rail improvements;
- impact on local commuters of hourly Waterloo - Exeter service;
- planning for greater capacity in the South West.

### **26**      **Update from First Great Western**

Mr M Greedy, Stakeholder Manager, First Great Western gave a presentation which covered:

- passenger growth - significant increase, and line updates: Exeter - Barnstaple (Tarka Line), Exeter - Exmouth (Avocet Line), Exmouth - Paignton and Devon Metro;
- performance - best Moving Annual Average in over a year;
- recent activity - including: key trains strengthened; improvements/future investments at Exmouth, Tiverton Parkway and other stations; opening of Newcourt Station in Exeter;
- service level commitments;
- second Great Western Direct Award (franchise) - September 2015 to April 2019, overview; aspirations; fleet changes; West of England High Speed Service transformation; December 2018 timetable - West of England service; night Riviera services; community rail; rebranding of FGW as GWR.

Matters discussed by Members with Mr Greedy included:

- extra passing loops between Exeter and Honiton;
- capacity increase on the Exeter - Exmouth (Avocet) Line;
- provision for development in the Exeter - Teignmouth area;
- Okehampton - Exeter service;
- funding to support the Tavistock - Bere Alston reinstatement;
- additional use of train unit held at Exeter St David's Station between services;

- travel experience on the new Hitachi AT300 high speed trains;
- provision for carrying bicycles on new rolling stock;
- impact of further competition (e.g. SWT's new Bruton/Frome - London service);
- car parking at Copplestone, Eggesford and Umberleigh Stations;
- accessing Harrington Humps;
- bus flag and signal box at Crediton Station.

## **27**      **Progress Report**

The Working Party considered the Report of the Head of Planning, Transportation & Environment (PTE/15/41) on progress made by the County Council and rail project partners since its February 2015 meeting, and further planned work during 2015/16, on the following ExeRail and other projects:

- Peninsula Rail Task Force - PRTF are producing a 20 Year Plan for Rail and will be submitting their interim plan in September 2015 before the final plan in Summer 2016. In the meantime PRTF was continuing with its stakeholder engagement/lobbying with Government; and other key peninsula issues;
- new stations at Newcourt, Cranbrook and Marsh Barton;
- Tavistock to Bere Alston reinstatement - Basic Service Agreement with Network Rail; Transport and Economics Report; Wider Economics Benefits study; negotiations on Section 106 Agreement; Environmental Impact Assessment; future work areas;
- Newton Abbot Station Access Footbridge;
- Exmouth Station access improvement scheme;
- service enhancements, including: INTERREG funded enhanced service between Newton Abbot and Paignton; ExeRail local authority funded enhanced service between Exeter and Exmouth; First Great Western's new direct award franchise; Okehampton Sunday Rover;
- Tarka Line Strategy;
- other improvements and projects, including: access improvements at Exeter St Thomas Station; new stations at Cullompton, Wellington and Edginswell; rail access to planned intermodal freight terminal site near Cranbrook.

This year had seen one of the most significant steps towards achieving the Devon Metro vision of making the best use of the local rail network to meet the challenges of growth around Devon with the opening of Newcourt Station in Exeter on 4 June 2015. Tenders had been received for Marsh Barton Station in Exeter while Cranbrook Station was under construction and expected to be open by Autumn 2015.

Completed improvements at Exeter Central and Exmouth Stations were already benefitting passengers and the emerging designs for a new access into Newton Abbot Station had enabled First Great Western to prepare and submit a partnership bid for funds.

Sources of project funding included the County Council's Local Transport Plan Capital Programme, the Local Sustainable Transport Fund (Access to Stations), European Regional Funding (INTERREG) and contributions from partner authorities, Network Rail and train operating companies.

The Working Party noted the ongoing work on rail projects and the importance of the ExeRail contributions to the continuing support of enhanced Sunday train services.

# Agenda Item 2

CABINET

*Devon and Exeter Rail Project Working Party: 17/7/15*

## **28**      **Next Meeting**

**RESOLVED** that the next meeting of the Working Party be held on Friday 19 February 2016 (2.00pm).

The meeting started at 2.00pm and finished at 4.05pm



PTE/16/11

Devon and Exeter Rail Project Working Party  
19 February 2016

## Progress Update

Report of the Head of Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the ongoing work on rail projects be noted; and**
- (b) Exerail funding partner Local Authorities confirm their funding offer for 2016/17.**

### **1. Summary**

This report provides an update on the range of projects being undertaken jointly by Devon County Council and partners since the July 2015 meeting.

The Devon Metro concept aims to make the best use of the local rail network to meet the challenges of growth around Devon. We set out to achieve this by working with partners to improve capacity, quality and access to the rail network so that rail can fulfil its potential.

This year has seen further steps towards achieving the Devon Metro vision. After the opening of Newcourt Station on the Avocet Line in June, Cranbrook Station opened in December improving the accessibility of the new town significantly. Work is continuing to progress to deliver Marsh Barton in 2016/17 which will take the number of stations within Exeter into double figures. There is continued work taking place surrounding future improvements to stations such as Exmouth and Newton Abbot.

Meanwhile the Department for Transport has just completed consulting on the specification for a new South Western rail franchise that will start in 2017.

### **2. Progress and continuing work in 2015/16**

The following summaries describe projects jointly funded by DCC and partners including the Exerail contributions from Working Party Authorities.

The Exerail contributions remain particularly valuable for us as a revenue resource for train service enhancements. Whilst many of the schemes described in this report are capital improvements, revenue resources are especially valuable.

### **Peninsula Rail Task Force (PRTF)**

PRTF partners are currently undertaking the various strands of work which will feed into the 20 year investment plan for the South West peninsula rail network that was commissioned by government in late 2014. The PRTF Three Point Plan will come together into a single report. The PRTF three point plan aims to improve resilience, journey times and capacity/quality.

# Agenda Item 5

## **Newcourt Station**

Newcourt station has now been open for 8 months after opening in early June 2015. Since the first trains stopped there, it has had good patronage with up to 5,000 people using the station on average every four week railway reporting period which exceeds the forecast for 2015 and is on track for the 2016 target which assumes continuing house construction and occupation within the station catchment.

There was a community event held in September 2015 that celebrated the opening of the railway station. Households in Newcourt were handed a travel pack which included a number of items that would hopefully increase the use of the station by raising awareness of the station, improving travel opportunities and by providing promotional offers in partnership with Great Western Railway.

Additionally there was a formal ceremony on Thursday 30 July when Rail Minister Claire Perry officially opened the station.

## **Marsh Barton Station**

This scheme was approved in July last year with costs being estimated at £7.4m. The railway station is anticipated to serve thousands of people who work at the largest employment site in the city and it is hoped to ease congestion in the area.

The site clearance works have been completed and work is ongoing to prepare the necessary consents prior to a Network Change Application to Network Rail and ORR. This process includes liaising with train operators, especially freight operators to agree the interim and long term timetable. Construction is planned across the course of 2016/17 and the station is anticipated to be available for use in 2017.

## **Cranbrook**

Cranbrook station was opened on Sunday 13 December 2015. The scheme was being delivered by Network Rail and experienced construction setbacks due to utility diversions and land issues.

The station has a single platform and is served by an hourly service in each direction on the existing Exeter to London Waterloo line providing easy access to the city centre as well as to major urban centres to the east such as Salisbury and Basingstoke. The railway station will play a major role in increasing the provision for a wide range of sustainable travel options for Cranbrook residents as it will further encourage commuters to opt for public transport rather than the private car.

As part of the Devon Metro concept to provide a high quality, high capacity and accessible network of local train services we are working to understand the potential for serving the next phases of growth by train. A study has been completed that establishes the feasibility of creating a second station east of the current station. The economic case for a second station is considered to be positive and the linear nature of the expansion towards the east and west of the current Phase 1 development means that rail is well placed to provide good access to key destinations around Exeter and beyond.

This study has also considered the proposed service enhancements along the Exeter – Waterloo route, including local enhancements at the Devon end of the line along with proposals for the associated passing loop and other infrastructure improvements.

## **Tavistock Extension (The Drake Line)**

As part of the planning process, a developer contribution of £11.5m from the Callington Road development has been agreed towards the cost of reopening the line. This contribution covers approximately one third of the cabinet approved scheme cost and will be available to us when the housing construction and occupation is underway. The remaining funding would need to come from public funds when available. Devon County Council is set to discuss possible funding and delivery options with the Department for Transport this year.

Land negotiations are still underway with approximately 50% of the line in Devon County Council control.

As part of the preparation for the Development Consent Order Application (essentially the planning application for this Nationally Significant Infrastructure Project) we are undertaking various environmental surveys and a study considering at the wider economic benefits of the scheme.

DCC is continuing to work with Network Rail to review and sign off the early design stages, which includes agreeing details such as structure design, viaduct refurbishment and signalling.

Progress will be steady during 2016/17 due to our limited budget for design work. We will be dependent upon either extra funds from external sources, or developer contributions being realised soon.

## **Exmouth**

The following improvements have been made:

- Zebra Crossing
- Shared use path connections
- Fixed Signs
- Landscaping

Installation of a Real Time Information monolith sign showing real time bus departures and 'where to catch your bus in Exmouth Town Centre' is expected to be installed in February/March 2016.

This second stage of the scheme is being delivered by GWR in partnership with DCC using funds from the National Station Improvement Programme (NSIP). The step and ramp access is designed within site constraints and is designed to tie in with the Stage One works with designed integration of drainage and materials. Work is due to commence during spring 2016 subject land agreements being progressed to satisfaction of Network Rail.

Details of design have been refined in consultation with DCC design team and the Avocet line Rail User Group to result in a design with maximised entrance width, reduced clutter, and additional features such as ledge seating around the edge of the ramp facing onto the forecourt square area.

Land transfer arrangements from DCC to Network Rail, Rights of Access route agreed between GWR, DCC and Network Rail with Heads of Terms now agreed in principle subject to legal process.

# Agenda Item 5

The second stage improvements will include:

- Access to trains via front entrance at all times (rear ramp retained)
- New ramp to better standard gradient
- Seat incorporated into outside perimeter of ramp
- Ramp configured to avoid site constraints
- Automatic door
- Prominent signage in line with new brand

The third stage involves the redevelopment of the bus station and depot site, and provision of an interchange area with provision of bus stop facilities; public realm area and we are planning to follow up with improvements to the rail user car park, additional space for taxis, allocated spaces for rail pick up. The redevelopment is subject to a current planning application (Ref 15/2648/MFUL) which will be determined at the East Devon District Council Planning Committee.

## **Service Enhancements**

The Sunday Rover train services between Okehampton and Exeter will operate in summer 2016 although DCC is engaging with community groups to establish a sustainable method of funding and operating a train service for future years.

The summer and Christmas Sunday enhancements on the Avocet Line are proposed for 2016, subject to funding. Recognising that these services are funded through Exerail contributions, GWR and DCC are looking towards a transition towards funding such services through fare revenue.

## **Tarka Line Strategy**

DCC is working in partnership with Network Rail and Train Operating Companies secure the following improvements in 2016/17:

- Developing a new station car park for Coplestone
- Working with Devon & Cornwall Rail Partnership to prepare surveys
- Negotiating train service improvements

## **3. Consultations**

Where appropriate, schemes will be subject to the necessary level of scheme approval which according to the value of the scheme can be made by Local Member Decision, HaTOC, Cabinet Member Decision or Cabinet. Public consultation is undertaken where considered appropriate by officers, members or stakeholders.

## **4. Financial Considerations**

Much of the rail work is, or has been, funded through a combination of DCC Local Transport Plan Capital Programme, Local Sustainable Transport Fund (Access to Stations), European Regional Funding (INTERREG), along with contributions from the Working Party Authorities, Network Rail and the Train Operating Companies.

## **5. Sustainability Considerations**

The rationale for developing rail is that it can represent one of the most environmentally sustainable ways to transport large numbers of people and volumes of freight. In addition, development of rail will support significant housing and employment development around the county, especially in the Exeter sub-region where rail has the potential for moving more people and managing road traffic demand.

## **6. Carbon Impact Considerations**

A well-used rail service involves less carbon than the equivalent separate car journeys. Making better use of rail will help it make an increasingly positive impact upon carbon.

## **7. Equality Considerations**

The rationale of public transport is that it is intended for all to benefit from and as such there are no negative equality impacts associated with this programme. It is acknowledged that some stations and trains have particular access issues, some of which are beyond the scope of the working party to improve. The specific equality implications of individual schemes will be assessed separately and detailed in individual reports.

## **8. Legal Considerations**

The lawful implications and consequences of the proposals have been considered and taken into account in the preparation of this report.

## **9. Risk Management Considerations**

Where risks have been identified, such as working with external stakeholders or the implications of external change, the implications of those have been taken into account in preparing this report by allowing sufficient flexibility for the reallocation of funds to an alternative scheme or carrying over to a future year.

## **10. Options/Alternatives**

Alternatives to investment in rail could include developing a strategy for increasing road traffic or enhancing bus services. However, those options have been considered with particular regard to the larger schemes, such as new or improved stations and development plan preparation and in many cases will be required in parallel to some extent. Rail forms a key element of the strategies within the Devon & Torbay Local Transport Plan.

## **11. Reason for Recommendation**

Whilst there is no decision making required as part of this report, it is useful to update the working group and obtain feedback that could improve the process of rail development.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Divisions: All Divisions in Exeter, East Devon, Mid Devon, Teignbridge, South Hams and North Devon**

# Agenda Item 5

## Local Government Act 1972: List of Background Papers

Contact for enquiries: Lewis Ward

Room No. Lucombe House AB2

Tel No: (01392) 382103

Background Paper	Date	File Reference
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Nil

lw080216exr  
sc/cr/progress update  
02 110216