

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 : 7 July 2016  
Please ask for : Wendy Simpson, 01392 384383

Email: wendy.simpson@devon.gov.uk

## **DEVON AND EXETER RAIL PROJECT WORKING PARTY**

Friday, 15th July, 2016

A meeting of the Devon and Exeter Rail Project Working Party is to be held on the above date at 2.00pm in the Committee Suite, 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 19 February 2016, 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 Update from Great Western Railway

Mr D Okey, Regional Development Manager/Mr M Barnes from GWR to report.

5 Update from South West Trains

Mr C Loder, Head of Service Strategy, South West Trains to report.

6 Progress Report (Pages 5 - 10)

Report of the Head of Planning, Transportation and Environment (PTE/16/19) on progress on a range of projects being undertaken jointly by Devon County Council and its partners, attached.

*Electoral Divisions(s): All Divisions*

7 Next Meeting

To fix a date for the next meeting.


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

Nil

*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), K Ball, F Biederman, P Bowden, A Eastman, R Julian, J Mathews, D Sellis, M Squires, N Way, R Westlake, R Younger-Ross and A Leadbetter Co-opted Members A Leadbetter (Exeter City Council), R Sutton (Exeter City Council), T Wardle (Exeter City Council), B Bailey (East Devon District Council), J Flynn (North Devon Council), B Deed (Mid Devon District Council), D Luggar (North Devon Council), T Snow (Mid Devon District Council), J Goodey (Teignbridge District Council), R Prowse (Teignbridge District Council), I Doggett (Torbay Council), T Manning (Torbay Council) and R Longhurst (East Devon District Council)
<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
<b>Webcasting, Recording or Reporting of Meetings and Proceedings</b>
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.
<b>Emergencies</b>
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.
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<b>If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: <a href="mailto:centre@devon.gov.uk">centre@devon.gov.uk</a> or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.</b>
 Induction loop system available

- (a)
- (b)



## DEVON AND EXETER RAIL PROJECT WORKING PARTY

19 February 2016

Present:-

Devon County Council:-

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

*[NB: Councillors Bowden and Westlake attended up to and including Minute 30]*

Exeter City Council:-

Councillors Leadbetter and Sutton

North Devon Council:-

Councillor Luggar

Teignbridge District Council:-

Councillors Goodey and Prowse

Torbay Council:-

Councillor Doggett

Apologies:-

Councillors Eastman and Mathews (DCC), Wardle (Exeter), Bailey (East Devon), Chesterton and Heal (Mid Devon), Flynn (North Devon) and Manning (Torbay)

**29**      **Minutes**

**RESOLVED** that the minutes of the meeting held on 17 July 2015 be signed as a correct record.

**30**      **Updates**

**(a) Network Rail**

Mr D Northey, Senior Strategic Planner, West Country, Network Rail gave a presentation on his role and the Route Study process which involved developing options as part of the long-term planning process both for providing better services to meet local demand and infrastructure improvements to help achieve wider economic benefits, focusing on the work currently taking place relating to the Tarka Line (Exeter - Barnstaple).

Mr Northey referred to the importance of contributions by local authorities, the Devon and Cornwall Rail Partnership and the Tarka Rail Association to the Tarka Line study and welcomed and encouraged early engagement by local authorities in this and other Route Studies when they took place. He also offered to follow up specific operational issues within the network that Members might wish to raise.

Matters discussed by Members with Mr Northey included:

- recent, pre Route Study improvements on the Tarka Line;

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- the balance between faster Exeter - Barnstaple services and improved/additional stopping services for local stations on the Tarka Line;
- the passenger survey due to be undertaken in March 2016;
- a possible new station between Exeter and Dawlish (and related network capacity);
- regular services on the Exeter - Okehampton Line and their potential impact on the West Devon economy and connectivity throughout Devon;
- work by the Peninsula Rail Task Force (PRTF) on the impact of regional housing growth;
- the remoteness of much of rural Devon from existing railheads;
- Network Rail's feasibility study of long-term resilience of the rail route through Dawlish and Teignmouth (due to report shortly), consultations with local communities on emerging proposals and circulation to the Working Party;
- how local authorities, elected representatives and communities could contribute to Route Studies and the network planning process generally.

### **(b) Great Western Railway (GWR)**

Mr M Greedy representing GWR gave a presentation which covered:

- the growth in rail travel across Devon - above forecasts and the regional average;
- journey figures for Newcourt Station, Exeter - well patronised since opening in June 2015 and on course for exceeding the predicted 80,000 annual footfall;
- performance of Devon services - Public Performance Measure of 93.9% over last year;
- GWR Direct Award franchise (September 2015 - April 2019);
- High Speed Services - improved services and the introduction of Hitachi AT300 High Speed Train (HST) fleet;
- journey time "*Speed to the West*" study (to be funded by GWR);
- South West local services - improved rolling stock; service frequency etc;
- stations investment - £50m of Franchise investment in addition to that from local authorities;
- Community Rail - investment in Community Rail Partnerships; Customer and Communities Improvement Fund.

Mr Greedy summarised the position as follows:

- GWR was transforming services through: new and updated rolling stock; increased capacity; higher frequencies; and faster journey times for High Speed Services;
- there was continuing strong passenger demand and focus on performance;
- there was continuing significant investment in stations and community led projects;
- working with the County Council was key to maximising opportunities and increasing the relevance of rail services.

Matters discussed by Members with Mr Greedy included:

- promotion of the Tarka Line (Exeter - Barnstaple), advocacy role of the Tarka Rail Association and ticket deals;
- improvements at Exeter Central Station;
- survey of journey figures for Newcourt Station, Exeter and origins/destinations of passengers;
- modifications to trains to prevent breakdowns due to seawater immersion on coastal lines;

- improved services for Crediton (new early morning service; late evening service; through service to London);
- continuation of improved services for Paignton on Riviera Line (Exeter - Torquay) following initial European funding;
- Paignton - London Saturday service;
- Exeter - Okehampton Summer Sunday service - user surveys; capacity; through tickets;
- parameters of Customer and Communities Improvement Fund;
- line through Dawlish and Teignmouth - proposed wave-breaking reef;
- circulation to the Working Party of information on the "Speed to the West" study;
- the maximum speed of the Hitachi AT300 trainset operating in diesel mode, and engine isolation on AT300s;
- luggage/wheelchair provision on refurbished rolling stock.

*(NB. South West Trains were unable to be represented at this meeting but were prepared to respond to any issues that Members may wish to raise)*

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## **Progress Report**

The Working Party considered the Report of the Head of Planning, Transportation & Environment (PTE/16/11) on progress made by the County Council and rail project partners since its July 2015 meeting, and further planned work, on the following ExeRail and other projects:

- Peninsula Rail Task Force (PRTF) - 20 year investment plan for the South West Peninsula rail network to improve resilience, journey times and service capacity/quality due to be completed by Summer 2016; multiple strands of study work underway;
- new stations - Newcourt; Marsh Barton; and Cranbrook (opened in December 2015);
- Tavistock extension (Drake Line);
- Exmouth Station access improvements;
- Tarka Line (Exeter - Barnstaple) strategy;
- Newton Abbot Station eastern access;
- service enhancements - Exeter - Okehampton Line; Avocet Line (Exeter - Exmouth); Riviera Line (Exeter - Torquay); and Exmouth - Paignton Line.

The Report highlighted the further significant progress during the year towards achieving the Devon Metro vision of making the best use of the local rail network to meet the challenges of growth around Exeter and referred to the completion by the Department for Transport of its consultation on the specification for a new South Western Rail franchise starting in 2017.

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.

Matters discussed by Members with the Head of Service included:

- Cranbrook Station - official opening by Andrew Jones, MP, Parliamentary Under Secretary of State for Transport on Monday 22 February 2016;
- Barnstaple Station access and car parking improvements;
- Newton Abbot Station access improvements - through access for non-rail users;
- Coplestone and Eggesford Stations - car parking;

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- Crediton Station - bus flag.

The Working Party noted the ongoing work on rail projects and asked partner authorities to confirm their ExeRail funding contributions for 2016/17.

### **32**      **Next Meeting**

**RESOLVED** that the next meeting of the Working Party be held on Friday 15 July 2016 (2.00pm).

The meeting started at 2.00pm and finished at 4.00pm



PTE/16/19

Devon and Exeter Rail Project Working Party  
15 July 2016

## Progress Update

Report of the Head of Planning, Transportation and Environment

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

**Recommendation: It is recommended that the ongoing work on rail projects be noted.**

### 1. Summary

This report provides an update on the range of projects being undertaken jointly by Devon County Council and partners since the February 2016 meeting.

### 2. Introduction

The Devon Metro strategy aims to make the best use of the local rail network to meet the challenges of growth across Devon. The County Council aims to achieve this by working with partners to improve the capacity and quality of the rail network and its accessibility.

The last 12 months has seen further steps towards achieving the Devon Metro vision. After the opening of Newcourt Station on the Avocet Line in June, Cranbrook Station followed in December, significantly improving the accessibility of the new town. Work is continuing to progress delivery of Marsh Barton station that will take the number of stations within Exeter into double figures. Further work is planned to improve Exmouth station.

### 3. Progress and continuing work in 2016/17

This section provides a summary of a range of projects jointly funded by DCC and partners including the ExeRail contributions from Working Party Authorities.

The ExeRail contributions remain particularly valuable 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 and aims to improve resilience, connectivity through improved journey times and capacity/quality.

The consultation period for the draft document was open until 27 May 2016. This gave the Task Force the opportunity to review all the comments from stakeholders and incorporate suitable feedback into the plan before the final document is submitted to the Government this month.

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The final report submission to Government is expected after the summer following the publication of key evidence from partners including Network Rail and the Local Enterprise Partnership (LEP). This will strengthen the submission, providing additional detail, the latest economic data, journey time study and the Dawlish resilience study.

## **Marsh Barton Station**

This scheme was approved in July last year with costs being estimated at £7.4m. The railway station is designed to serve the thousands of people who work at the largest employment site in the city and the South West Exeter urban extension.

The site clearance works have been completed and work is ongoing to finalise the design and complete the necessary Network Rail consents. Construction is expected to start in autumn 2016 subject to confirmation of the necessary consents with trains starting to call from winter 2017/18. A diversion of the public right of way crossing of the railway to the south of the station was required to enable the station to open. This is currently the subject of a planning inquiry through written representations with the Inspector expected to report later in 2016.

An interim stopping pattern at the station is planned from December 2017 to December 2018 due to the constraints of the current timetable. This will result in a less than hourly frequency at some times of the day but with suitable calls in peak periods as far as possible. A full calling pattern is planned from December 2018 to coincide with the rewrite of the timetable, including the new long distance rolling stock, better quality local rolling stock and additional seat capacity alongside the introduction of the half hourly frequency throughout the day between Exeter and Paignton. Capacity constraints may mean that a half hourly frequency may not be achievable at all times of the day.

## **Exeter St David's**

GWR have secured National Stations Improvement Programme (NSIP) funding to improve the capacity and flow of the entrance to the station. This includes widening the gate barrier line. This work is expected to start in the second half of 2016.

GWR are also funding an initial phase of design work to develop a long term strategy for the wider forecourt area including the three main car parks. The work is being undertaken by DCC's engineering consultants and is intended to develop a masterplan to improve the experience for all passengers, enhance the station's contribution to the local urban environment and provide sufficient capacity to enable the future growth of the area. GWR have commissioned a parallel piece of work to examine car parking options. It is anticipated that a scheme will be developed to enable bids for various external funding sources.

GWR is also progressing a plan to upgrade the rolling stock depot to the rear of the station. This is intended to provide sufficient capacity for the enhanced local services across the network from December 2018 and will include new staff accommodation.

## **Exeter - Honiton**

It was reported at the last meeting that a study was being undertaken to establish the feasibility of creating a second station east of the current one at Cranbrook. 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. There is now an ongoing study to investigate further the possible location for a station at Cranbrook East.

Network Rail are progressing a GRIP 2 study on Exeter – Castle Cary via Yeovil enhancements to improve resilience for Paddington – Exeter services diverted in times of disruption. At the County Council's request this has included infrastructure options to enable a half hourly frequency between Exeter and Honiton including the potential for the second Cranbrook station noted above. Funding options are being examined to take work forward to the next stage.

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

DCC is continuing to progress design options for a scheme to extend services from Bere Alston to Tavistock. This includes negotiations to acquire land where necessary.

## **Exmouth**

DCC completed the first stage of station enhancement works on the forecourt in 2015. The second stage of the scheme including the station building itself 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 later in 2016.

The second stage improvements will include:

- Access to trains via front entrance at all times (rear ramp retained)
- Improved internal building configuration and customer environment
- New ramp to better standard gradient
- Seat incorporated into outside perimeter of ramp
- Automatic door
- Prominent signage in line with new brand

The planning application for the redevelopment of the bus station for an M&S Simply Food store (Ref 15/2648/MFUL) was approved at East Devon District Council's (EDDC) Planning Committee in March. This will further enhance the environment around the station and provide new facilities such as a café. Relocated bus stops for the small number of remaining services are being provided adjacent to the sports centre, a short walk from the station. These will be in place by 13 July when works on the M&S store are planned to start. They will include a temporary bus shelter which will subsequently be replaced by a high quality version similar to that recently installed on the Strand in Exmouth, subject to land agreements with EDDC. The station forecourt will shortly include a real time bus information display providing information on the above stops and those in the Strand and Parade (see below for further information on real time).

Discussions will also be taking place with EDDC and the Town Council on further enhancements to the rail station interchange facilities as part of the revised masterplan for the area.

## **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 means of funding and operating a train service for future years. These began on Sunday 15 May and will run for 18 weeks. Initial indications are that passenger numbers have been very high.

Also from Sunday 15 May a year-round half hourly service has been introduced on the Avocet Line during the day on Sundays for a 12 month period after a number of successful

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pilot schemes during the summer months and in the lead up to Christmas. This is a result of the work of the Avocet Line Rail Users Group (ALRUG), Devon and Cornwall Rail Partnership and Great Western Railway including funding from Devon County Council and other district councils through ExeRail. It is hoped that the introduction of this service pattern throughout the year will encourage more people to travel by train on a Sunday for leisure or work. GWR and DCC are examining different options to sustain this frequency in the long term.

DCC has also contributed funding to continuing the enhanced Riviera Line service between Newton Abbot and Paignton until it becomes part of the franchise service level commitment in December 2018 including the extension to Exeter.

## **Tarka Line Strategy**

DCC is working in partnership with Network Rail, GWR, North Devon District Council and local support groups to develop a strategy and investment plan for the line including journey time improvements and improved car parking options. GWR have already committed to rolling stock quality and capacity improvements from December 2018 as part of the franchise commitment.

## **Bus Real Time Information at Stations**

DCC has been progressing the provision of a new countywide bus real time information system which replaces the old, unreliable Exeter only system. Users will be able to access live arrival/departure information for the majority of bus services around the County including information on disruptions such as diversions. Information will be provided by a combination of a smart phone app, website and information displays at selected key locations. Information via mobile phone texts is also planned.

Information displays are being installed at or close to a number of railway stations which should help encourage multi-modal connectivity in conjunction with the other sources. The station locations include:

- Exeter St Davids
- Exeter Central
- Honiton
- Axminster
- Tiverton Parkway
- Barnstaple
- Newton Abbot
- Totnes
- Dawlish
- Exmouth

The main system is currently being tested and displays are in the process of being installed and commissioned with some locations already operational. It is hoped that the system will be fully live during the autumn.

## **Electric Bikes**

DCC is working in partnership with Co-cars to create a network of power assisted cycles, 'e-bikes', for hire by the hour across Exeter. Co-cars, which also has a growing network of car club vehicles to hire at rail stations, secured competitive DfT funding with financial and advisory support from DCC. The funding is designed to test the market for e-bikes as a part of the Devon Metro strategy, enabling better connectivity between rail stations and key sites

away from the rail network. Exeter is currently the only city in the country to have e-bikes at rail stations. The stations currently planned to have docking stations in the first phase are:

- Exeter St Davids
- Exeter Central
- Digby and Sowton
- Dawlish Warren (a trial to test the market for leisure use focussing on the caravan parks and other local holiday accommodation).

The first phase also includes a number of key employment sites in Exeter including the University, Civic Centre and County Hall.

Further station and other sites will be added as funding becomes available including external bidding opportunities. It is anticipated that the sites will be implemented during late summer 2016.

#### **4. 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.

#### **5. Financial Considerations**

Much of the rail work is, or has been, funded through a combination of DCC Local Transport Plan Capital Programme, DCC On-Street Car Parking account, Local Sustainable Transport Fund (Access to Stations), European Regional Funding (INTERREG), along with contributions from ExeRail authorities, Network Rail and the Train Operating Companies. Funding packages will continue to be developed as opportunities arise.

#### **6. 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. It will also 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 as part of an integrated transport strategy.

#### **7. Carbon Impact Considerations**

A well-used rail service involves less carbon than the equivalent separate car journeys. A key element of the Devon Metro strategy is to support more intensive use of the rail network, making best use of the substantial fixed asset.

#### **8. 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 have major constraints. The specific equality implications of individual schemes will be assessed separately and detailed in individual reports.

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## 9. Legal Considerations

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

## 10. 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.

## 11. 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 and Torbay Local Transport Plan.

## 12. 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**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Andrew Ardley

Room No. Lucombe House AB2

Tel No: (01392) 383528

Background Paper	Date	File Reference
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Nil

aa040716der  
sc/cr/progress update  
02 070716