

## DEVON AND EXETER RAIL PROJECT WORKING PARTY

17 February 2017

Present:

Devon County Council:

Councillors B Hughes (Chairman), K Ball, P Bowden, A Eastman, R Julian, J Mathews, D Sellis, M Squires, N Way, R Westlake, R Younger-Ross and A Leadbetter

Exeter City Council

Councillor A Leadbetter

East Devon District Council

Councillor B Bailey

Mid Devon District Council

Councillors T Snow and B Deed

Teignbridge District Council

Councillor J Goodey

Torbay Council

Councillor I Doggett

Apologies:

Councillors F Biederman (Devon County Council), T Wardle (Exeter City Council), J Flynn and D Luggar (North Devon Council), R Prowse (Teignbridge District Council) and R Longhurst (East Devon District Council)

**14** **Minutes**

**RESOLVED** that the minutes of the meeting held on 15 July 2016 be signed as a correct record.

**15** **Whimble Rail Users Group**

Professor R Betts spoke on behalf of the Whimble Rail Users Group expressing his thanks to the Working Party for their work and achievements thus far on the Whimble line. The Users Group were keen to see the good service continue and to work with and support the Working Party into the future.

**16** **Update from Network Rail**

(Councillor Deed declared a personal interest in this item and all other items hereunder but did not speak by virtue of being in receipt of a pension from South West Trains.)

Mr D Northey, Senior Strategic Planner, gave a presentation covering, in particular:

- further Government funding of £10m for the proposed resilience scheme between Exeter and Newton Abbot;
- Exeter – Exmouth (Avocet line) and Crediton – Barnstaple (Tarka line) being key lines for improvement;
- faster journey times from the South West.

Matters discussed by Members with Mr Northey included:

- a long term strategy for climate change/flooding involving close working with the Environment Agency;
- initial work at Cowley Bridge involving additional drainage and removal of weirs;
- capacity issues and the need for additional rolling stock;
- North Devon/Tarka line – the need to encourage rail users especially businesses to participate in the current survey;
- rail freight forming part of long term strategy;
- safety concerns at Salmon Pool (Tarka line) and the need for installation of half barriers;
- Tavistock and the listed structure at Meldon – how to bridge the gap?;
- ongoing capacity issues at Coplestone and additional rolling stock;
- the state of the sea wall at Teignmouth; the effect on tourism if beach is affected and the need for wave-breaking reefs to be considered.

Mr Northey acknowledged the following issues and would report further on the:

- timescale/funding for flooding resilience at Cowley, Bridgwater, the Somerset levels and Axminster;
- timescale for installation of half barriers at Salmon Pool (Tarka line).

## 17 **Update from Great Western Railway (GWR)**

Mr L Ward, Regional Development Planning and Programme Manager, gave a presentation which covered:

- increased patronage on the Tarka/Avocet lines
- the new Intercity Express trains being tested;
- investing in the future of high speed services (Speed to the West);
- expanded car park at Tiverton Parkway;
- investment in station improvements;
- Exeter St David's Depot plans progressing;
- steady implementation of strategies – additional Crediton service in the pipeline;
- Okehampton – special charter train.

Matters discussed by Members with Mr Ward included:

- lack of bus flag and cycle shelter at Crediton Station;
- bridging the level crossing at Exeter;
- the date of an announcement from Government on Edginswell.

*[NB A copy of the presentation given is appended to these Minutes.]*

## 18 **Update from South West Trains**

Mr A Smy, Stakeholder and Community Rail Support Manager, presented an update which covered:

- changes to train services on the London Waterloo during the Summer of 2017 during the improvements (see also <https://www.southwesttrains.co.uk/globalassets/waterloo-south-west-upgrade---2017-leaflet.pdf>);
- additional carriages on the Tarka Line
- the expected announcement in early April on the new franchisee.

*[NB A copy of the presentation on the Waterloo and South West Upgrade is appended to these Minutes.]*

**19**      **Update from Devon and Cornwall Rail Partnership**

Mr R Burningham, Manager, gave a presentation which covered:

- the core partners and aims of the Partnership;
- improvements at St Thomas and additional Sunday trains on the Avocet line;
- greater increase in numbers using the branch lines;
- the Partnership's website at [www.greatscenicrailways.com](http://www.greatscenicrailways.com)

*[NB A copy of the presentation given is appended to these Minutes.]*

**20**      **Progress Report**

The Working Party considered the Report and presentation of the Head of Planning, Transportation and Environment (PTE/17/11) on progress made by the County Council and rail project partners since its July 2016 meeting and further planned work in 2016/17 on the following ExeRail and other projects:

*[NB A copy of the presentation is appended to these Minutes.]*

**21**      **Next Meeting**

**RESOLVED** that the next meeting of the Working Party be held on Friday 14 July 2017 at 2pm.



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# Great Western Railway

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**GWR Business Update**

**Devon & Exeter Rail Working Party**

**17<sup>th</sup> February 2017**

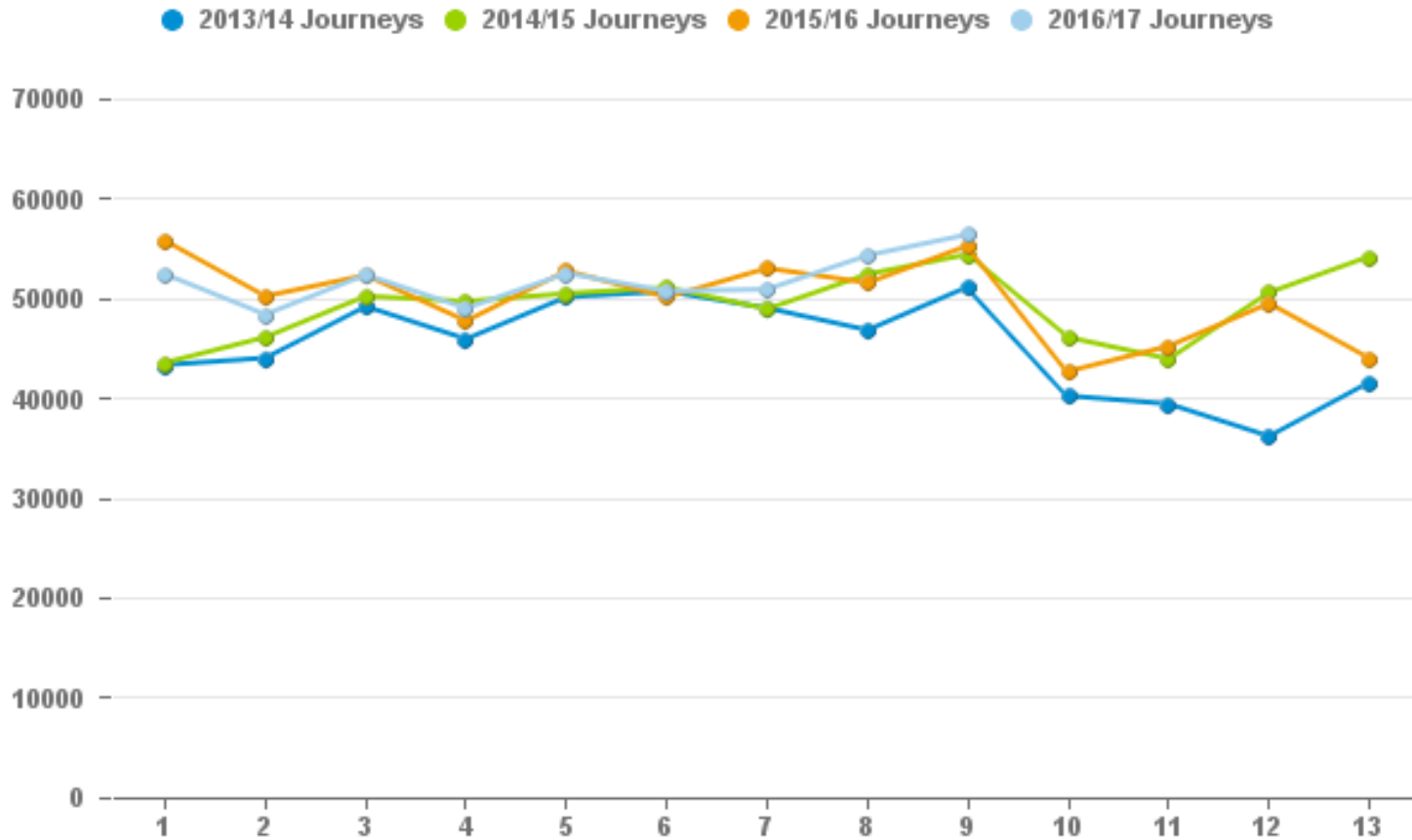
Lewis Ward

Regional Development

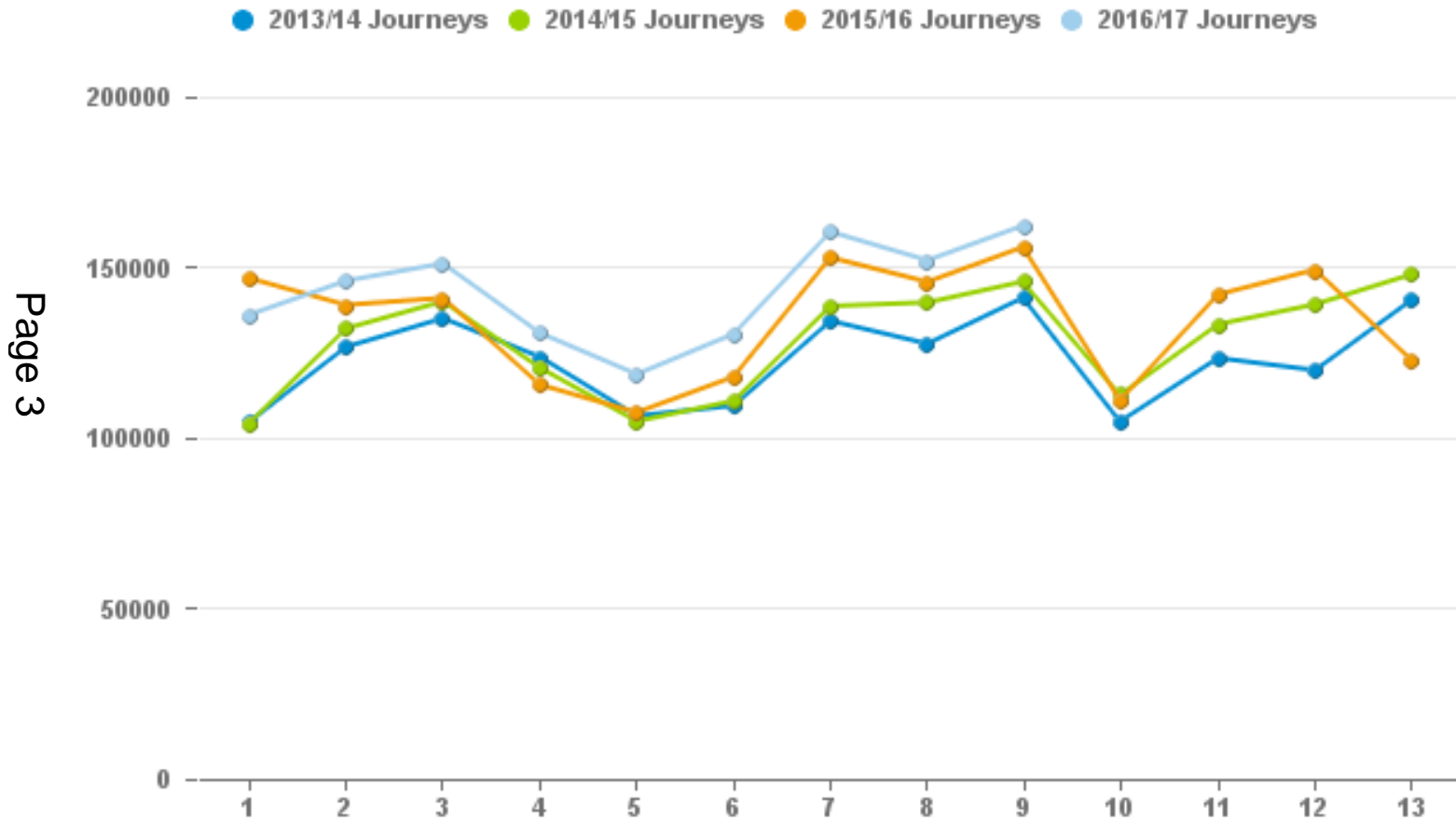
Planning & Programme Manager



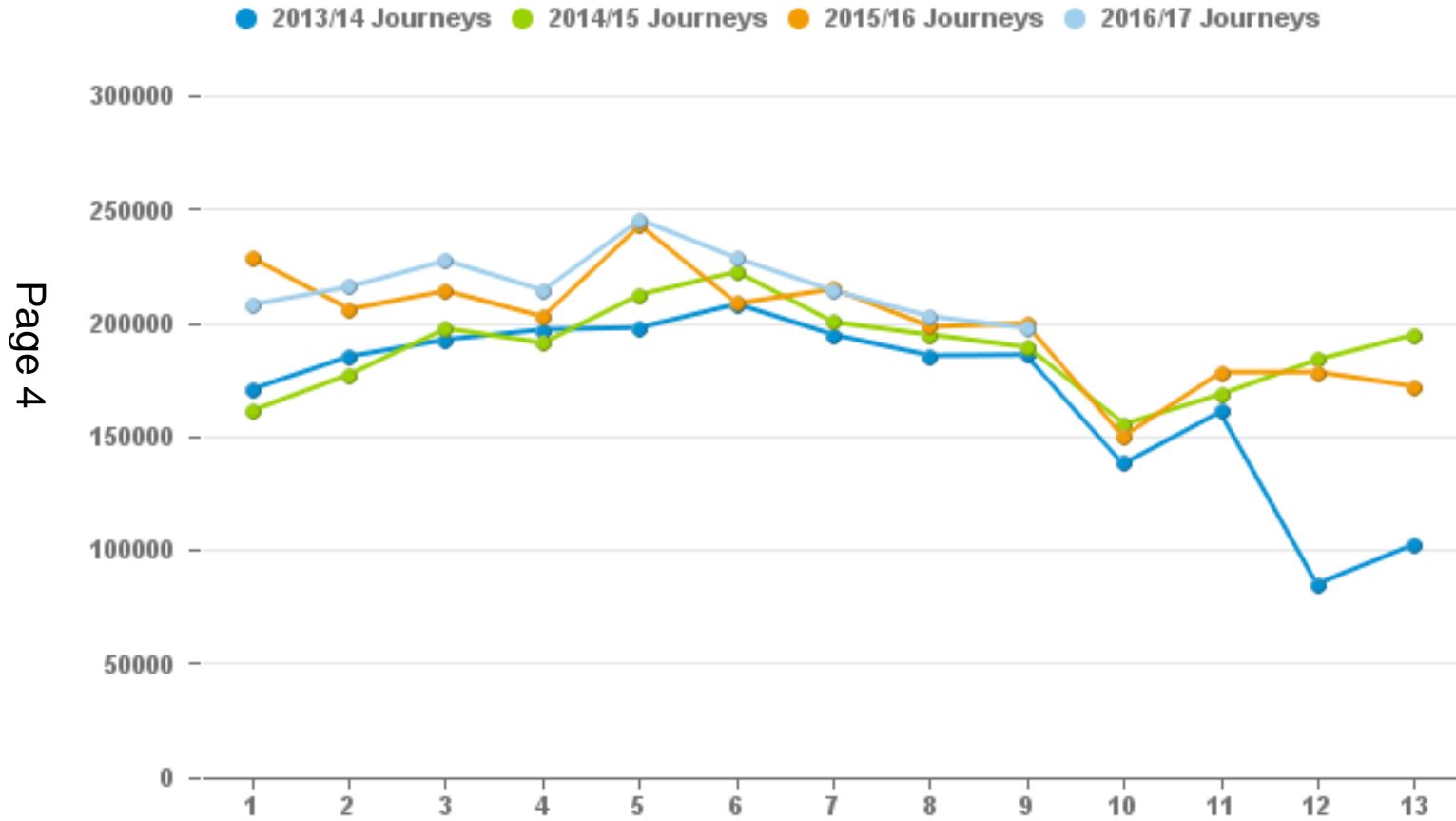
# Patronage – Barnstaple Line



# Patronage – Exmouth Line



# Patronage – Paignton/Plymouth Lines

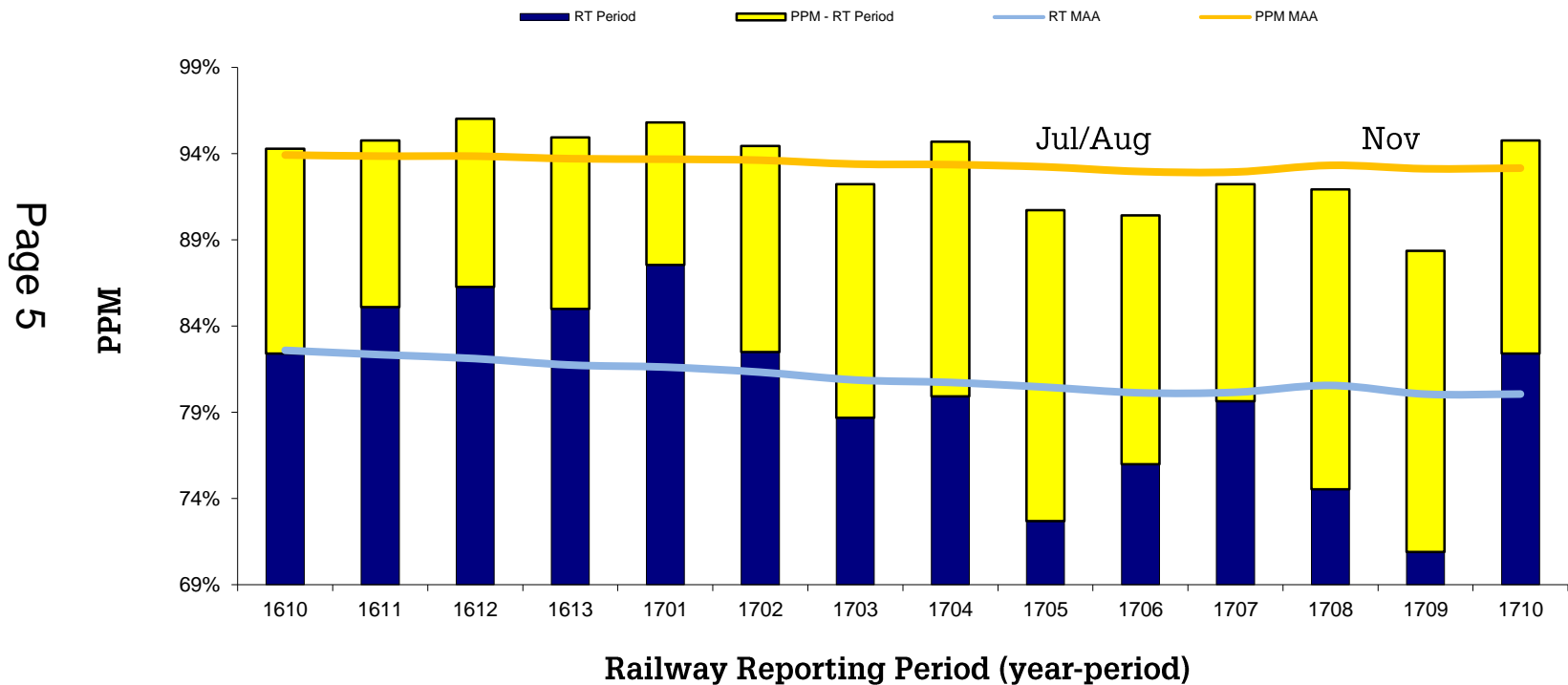




# Performance

## Devon Metro - Punctuality

All Day PPM: Period v MAA



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Public Performance Measure (PPM) MMA of 93.2% for local Devon services



# Performance Devon Metro – Class 143 fleet

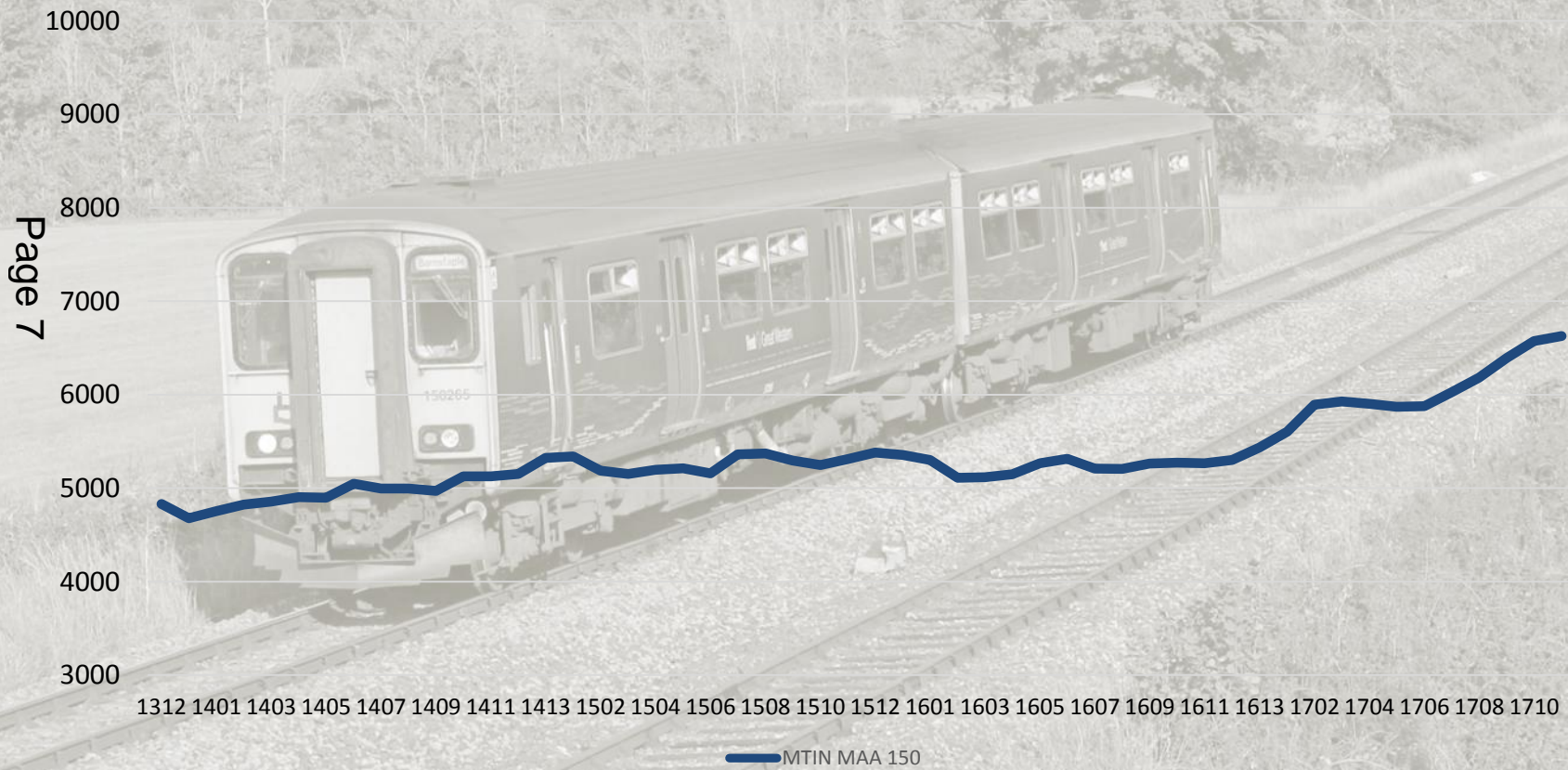
Miles Per Technical Incident (MTIN)



# Performance

## Devon Metro – Class 150 fleet

Miles Per Technical Incident (MTIN)



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# Performance

## Devon Metro – Class 153 fleet

Miles Per Technical Incident (MTIN)



# GWR fleet update

- **Intercity Express Train** testing ongoing with a range of scenarios tested
- Anticipating the adjusted **electrification** programme we will have an entirely bi-mode fleet of new Intercity Express Trains meaning no electrification impact on introduction

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Class 387 Electrostar presence is ramping up in the Thames Valley - Turbo cascade to Severn beach line starts this year. A bigger impact will be noticeable from end of this year as Class 150/2 numbers increase and we can strengthen key **Devon Metro** services before the big timetable change in Dec 2018

- Refurbishment of **Night Riviera** stock underway, the first seated coach already in service other seated coaches and berths entering service in coming months.



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# Recent Successes

## Tiverton Parkway car park extension

- Opened 4 November 2016
- 186 additional spaces provided
- 42% increase in capacity (total 633 spaces)
- First car parked within 10 seconds of opening!
- Statistics since November 2016 show 2% additional growth over sector average



# Recent Successes

## Newcourt station annual use approaches 100k mark

- Opened June 2015
- Promoted by Devon County Council
- 73,832 journeys in first year (2015/16)
- 76,027 journeys 2016/17 year to date (Periods 1 to 10)
- On course for about 100,000 journeys in 2016/17



# Exeter St Davids Depot

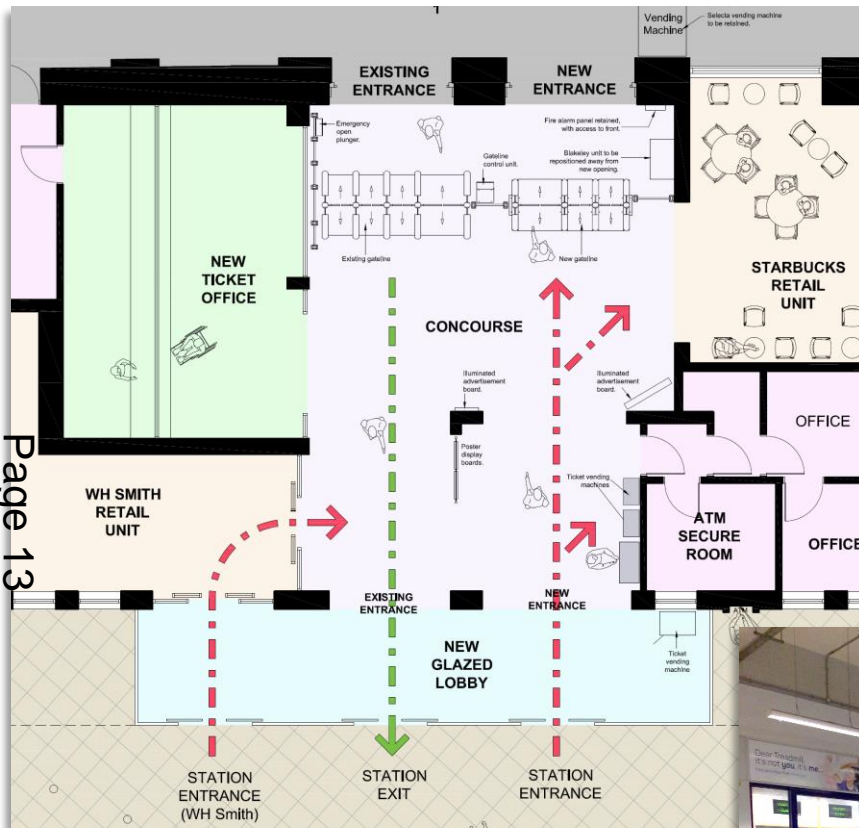
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- Detailed design underway
- Application to Exeter City Council for Prior Approval to be submitted soon
- Enables extra trains to be used across Devon Metro
- Improves maintenance and repair facilities locally
- Creates additional skilled jobs



# Exeter St Davids ticket gateline



## Project involves...

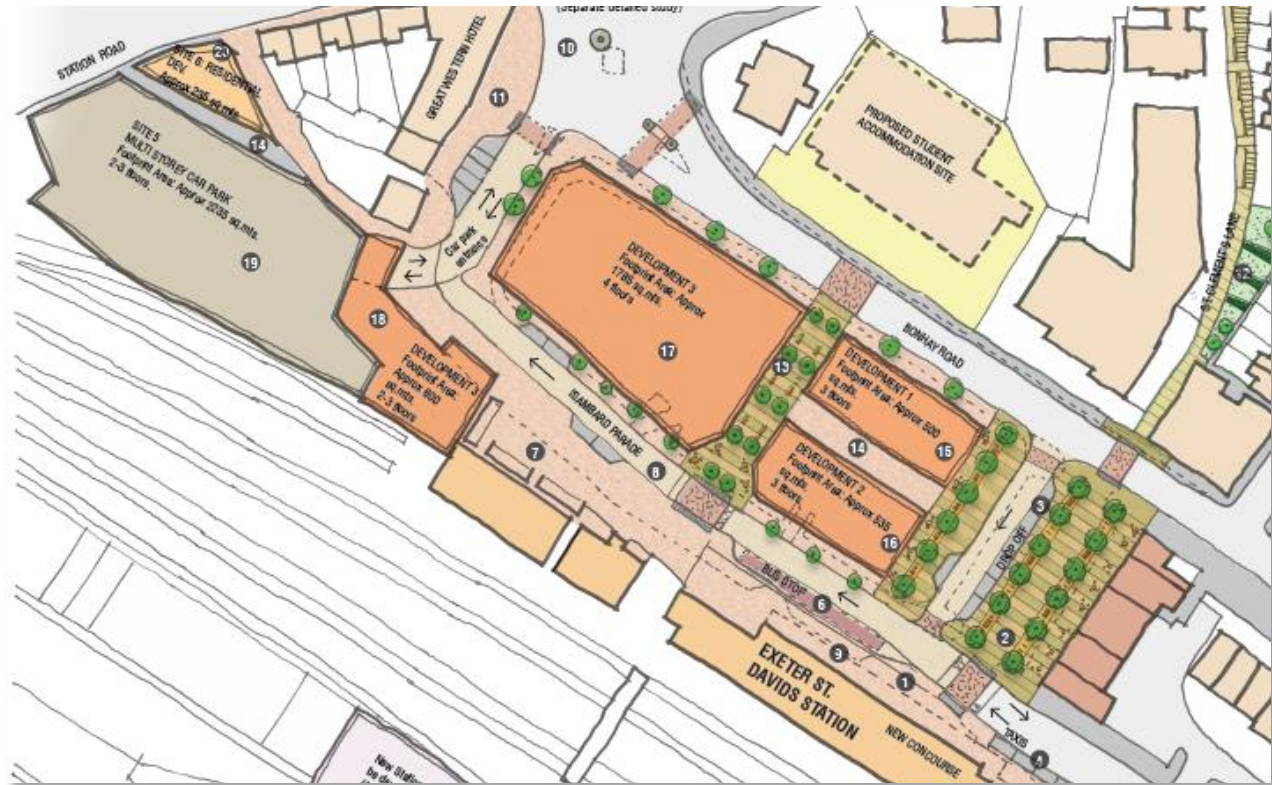
- A new accessway onto platform
- Doubling of gateline capacity
- Easier access and less crowding
- Interface with forecourt vision
- £1.222m investment through SCPF

- 2.57m entries/exits
- Congested concourse



# Exeter St Davids forecourt

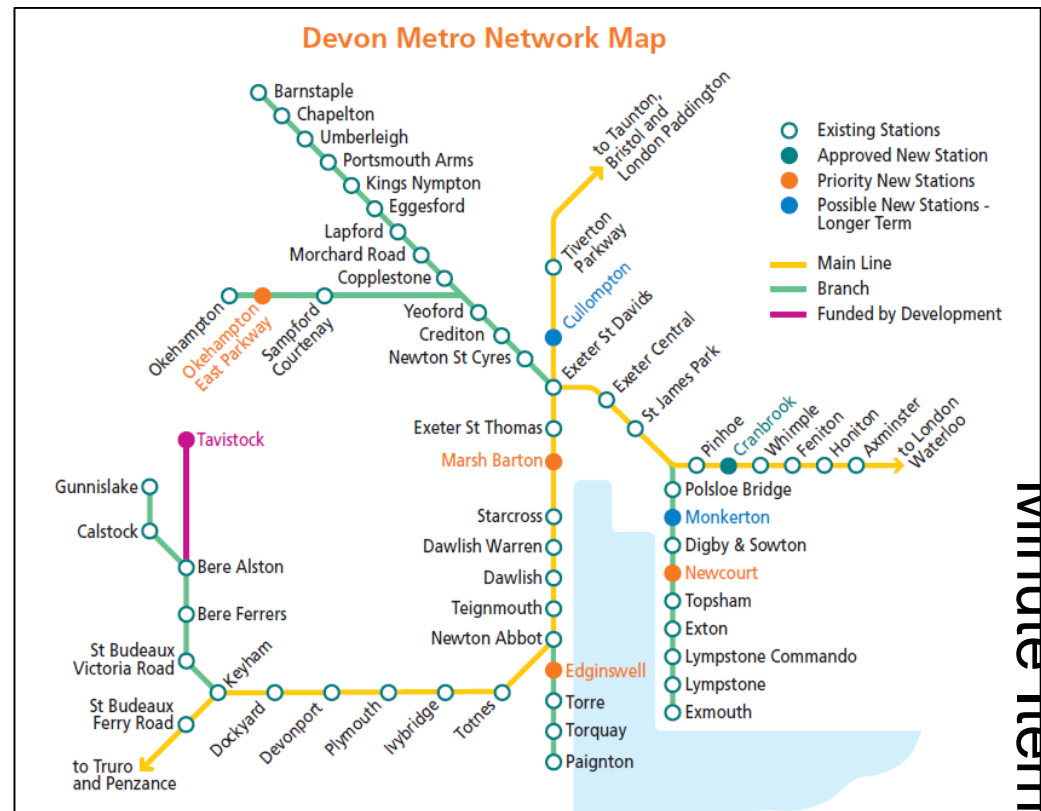
- Partnership between Devon county Council, Exeter City Council, GWR and Network Rail.
- Final draft in preparation.
- Next stage to understand detail on parking.



# New Stations involvement

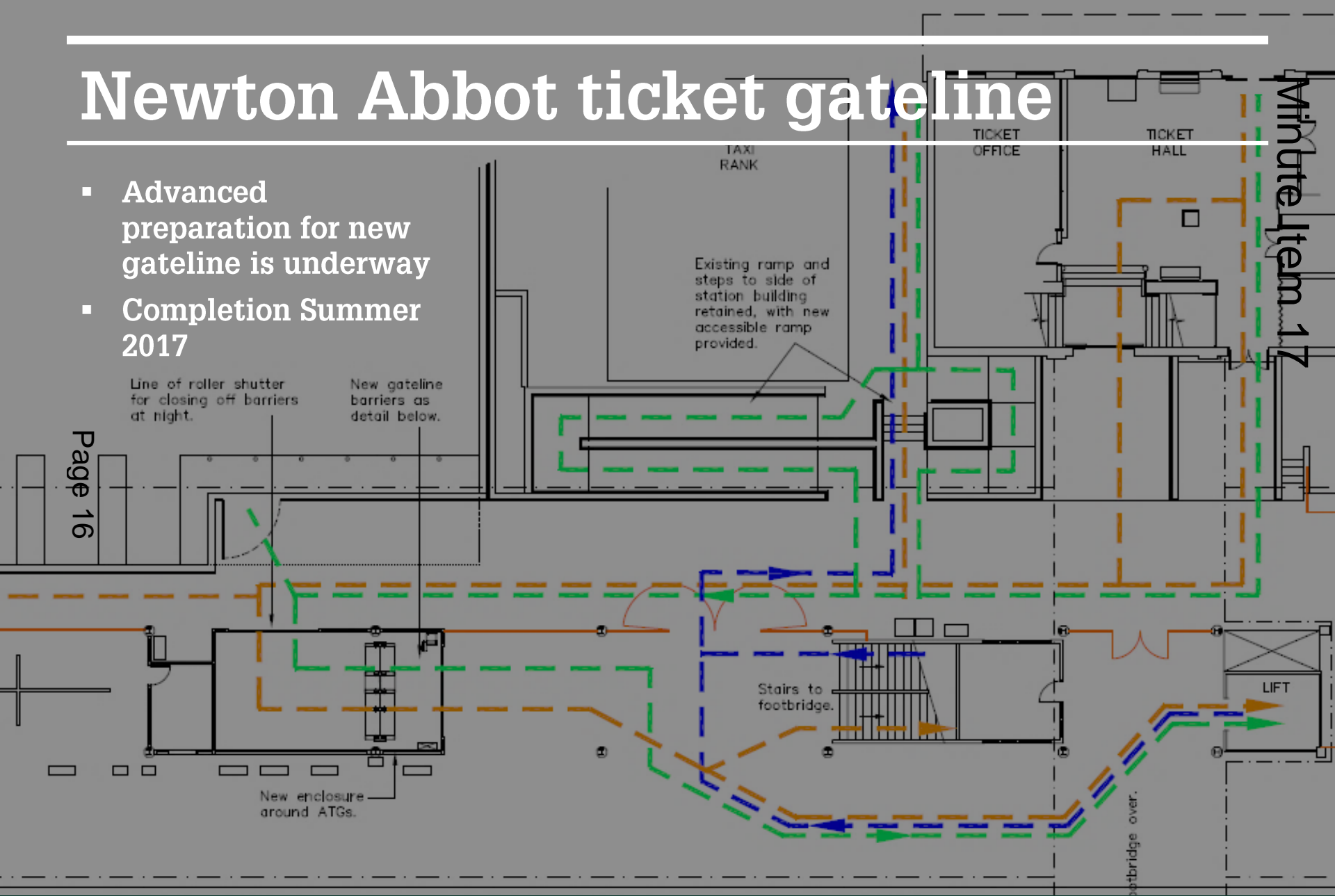
## Marsh Barton and Edginswell

- Marsh Barton has secured Network Change
- Edginswell has planning consent
- Significant LEP and local authority investment
- New Stations Fund bids made in November 2016
- GWR part of Project Board, providing management time to assist planning and implementation



# Newton Abbot ticket gateline

- Advanced preparation for new gateline is underway
- Completion Summer 2017



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# Journey Time Study

- **'Speed to the West'** Study into journey time improvements between London and the South West peninsula
- Has informed the Peninsula Rail Task Force (PRTF) report to DfT on 20 year strategy
- PRTF strategy also looking at long term resilience for the line
- Report published in November 2016
- Rail industry working with PRTF to look at next steps

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**Study funded by GWR to look at maximising the benefits of the AT300 trains**



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# Exmouth Station Improvements

- Provides a compliant ramp and new prominent entrance
- Includes night access at the front and internal waiting area improvements
- Land transfer from DCC to NR now complete
- Currently reviewing contractor's proposals, final costs and timescales

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**Scheme to improve station at Exmouth Station to match DCC investment in forecourt area**

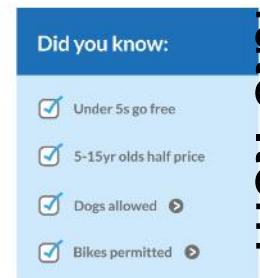
**Anticipated period of construction: Spring 2017**

# Community Rail

## Investment in Community Rail Partnerships

- Customer & Communities Fund (CCIF) projects for Polsloe Bridge (access improvements) and St James' Park (shelter improvements) underway
- Further CCIF Funding identified for Illuminated poster boards
- Survey work to support North Devon Line Strategy complete
- Working with ALRUG to prepare a long term strategy for the Avocet Line
- Supporting aims for efficient ticketing by investing in barcode readers at Exeter St Davids and Exeter Central to support the option to use mobile ticketing

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# Service enhancement

## An earlier service from Crediton to Exeter

- Earlier option for commuters and connections at Exeter St Davids for the Golden Hind to London Paddington, and services to Plymouth and Bristol
  - Provides additional capacity on the busiest portion into Exeter
- Creates capacity to achieve Strategy ambitions such as car parking at Copplestone

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Connection Opportunities		Additional	Current
Crediton	d	07:07	07:55
Exeter St Davids	a	07:18	08:07
Exeter Central	a	07:30	08:12
Plymouth	a	08:33	09:19
Bristol Temple Meads	a	08:27	09:26
London Paddington	a	10:02	11:24

**Considered achievable within the existing constraints**

**Uses marginal resources once the fleet cascade starts properly towards the end of the year.**

**Anticipated introduction: January 2018, subject to approval**



# Okehampton Special

We're pleased to be able to supply a special charter train

- Saturday 18<sup>th</sup> March 2017
- Okehampton to London Paddington via Crediton and Exeter
- High Speed Train with Pullman Dining
- Promoted by OkeRail Forum / OkeRail CIC

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# Summary

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- New Intercity Express Trains being tested and AT300s under construction
- Investing in the future of high speed services (Speed to the West)
- Expanded car park at Tiverton Parkway,
- Investment in station improvements
- Depot plans progressing
- Investing in communities (look out for CCIF Round 3 announcement!)
- Steadily implementing strategies - additional Crediton service in the pipeline

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# Thank you

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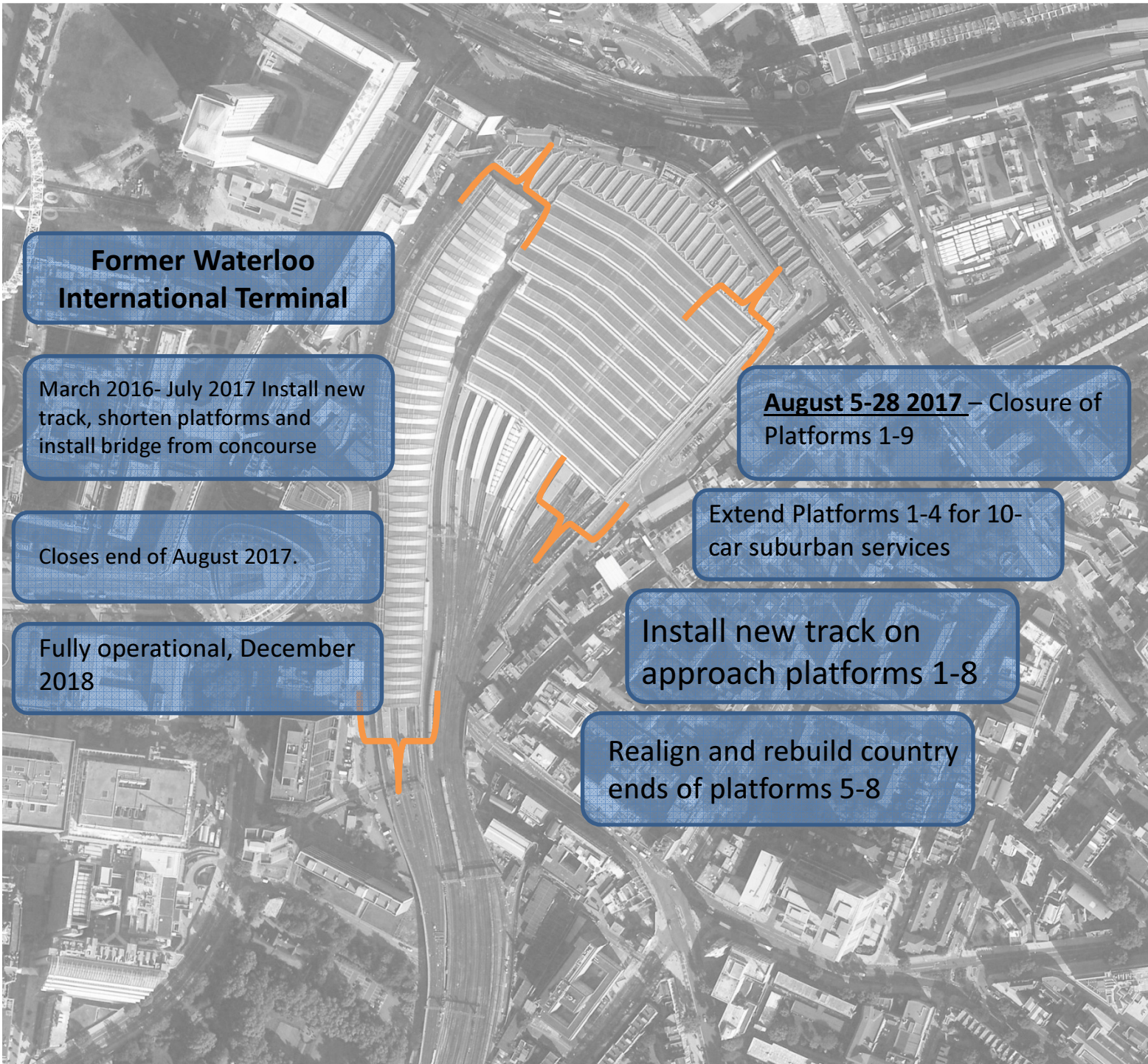


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# WATERLOO & SOUTH WEST UPGRADE

Summer 2017





**Former Waterloo International Terminal**

March 2016- July 2017 Install new track, shorten platforms and install bridge from concourse

Closes end of August 2017.

Fully operational, December 2018

**August 5-28 2017** – Closure of Platforms 1-9

Extend Platforms 1-4 for 10-car suburban services

Install new track on approach platforms 1-8

Realign and rebuild country ends of platforms 5-8



# WATERLOO & SOUTH WEST UPGRADE

Summer 2017

## Saturday 5<sup>th</sup> to early hours of Tuesday 29<sup>th</sup> August 2017

Platforms 1 – 9 at Waterloo and Up and Down Main Slow lines to  
Queenstown Road

Two lines closed so main suburban trains will share the Up and  
Down Main Fast lines with main line trains.



## WATERLOO & SOUTH WEST UPGRADE

Summer 2017

### Major communications campaign started in August

- 'Phase 2' of that campaign started 26 January
- 60 events in stations and on trains completed
- Very high profile campaign, includes newspaper, online and radio advertising
- Also using on train and in station opportunities, announcements, posters, window stickers
- Welcome any help you can provide to reach passengers, businesses and other stakeholders





# WATERLOO & SOUTH WEST UPGRADE

Summer 2017

## What are we telling people?

- Publishing draft weekday morning timetable
- Publishing 'Trains per Hour' map for morning, evening and off peak for every station to help 'at a glance' planning
- Providing alternative travel advice where possible at the moment
- All of the above will be available online and is well in advance of industry standard and is intended to help passengers 'plan ahead'



# **WATERLOO & SOUTH WEST UPGRADE**

Summer 2017

**The impact on services and passenger journeys does vary by station and line of route:**

- The following is based on the current plan and what we are telling passengers



# WATERLOO & SOUTH WEST UPGRADE

Summer 2017

## Exeter St Davids - Crewkerne

- Maintains frequency of 1 Train per Hour to and from Waterloo (morning, evening and off-peak)
- First departure from Exeter St Davids remains 05.10 (arrives into Waterloo 08.57)
- Expect London Waterloo to be much busier than usual, particularly if travelling home in the evening
- There may be systems in place to manage numbers in and out of station



## WATERLOO & SOUTH WEST UPGRADE

Summer 2017

### Yeovil Junction - Overton

- Reduced service to London Waterloo
- 1 Train per Hour instead of 2 during morning peak
- Some further changes off peak
- 1 Train per Hour from Waterloo during evening peak
- All trains will run at maximum length wherever possible



# WATERLOO & SOUTH WEST UPGRADE

Summer 2017

## Please Plan Ahead:

- Check the advice for other stations nearby if possible. They might have more frequent or less crowded trains
- Travel earlier or later than normal. The busiest trains arrive into London between 8am and 9am and leave London between 5.30 and 6.30pm.
- Not travelling. If you are able to do so you might want to consider working from home or planning a holiday for some or all of this time



# Devon & Exeter Rail Working Party 17 February 2017

Update from the  
Devon & Cornwall Rail Partnership

Richard Burningham - Manager

# The Devon & Cornwall Rail Partnership

- Works primarily – but not exclusively - on the branch lines and predominantly the six rural lines
- Core partners –Devon County Council, Cornwall Council, Great Western, Plymouth City Council and Plymouth University
- Small team based at Plymouth University





# The Devon & Cornwall Rail Partnership

- Core aims
  - Promote use of branch line trains
  - Seek improvements to services and facilities
  - Boost the local economies of the places served via their rail link
  - Work to link the railway and community

 **Citizens' Rail**   
Our train    Our station    Our citizens





- EU Interreg Project –
  - Lancashire County Council
  - Partners from France, Germany & the Netherlands
- Local partners – Devon County Council, Torbay Council, Great Western Railway and ourselves (Lead Partner)
- Local project focused on Exeter – Paignton (Riviera Line)
- Project ran from Autumn 2012 to end of 2015.

# Citizens' Rail

Our train    Our station    Our citizens





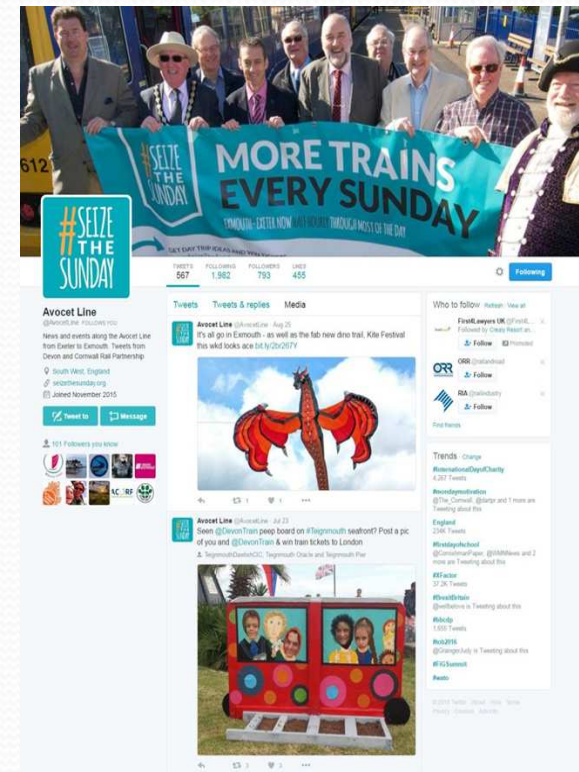
- Additional trains introduced in December 2013
- These trains accepted by the Government into the Franchise in December 2016. No further subsidy required
- Full half hourly (Exmouth)- Exeter – Paignton service to be introduced in December 2018

# Exeter St Thomas



# Avocet Line – extra Sunday trains

- Comprehensive marketing campaign
  - “Seize the Sunday”
  - Local press – editorial and adverts
  - Localised leaflets delivered direct to homes
    - Exmouth, Lympstone, Newcourt, Digby, Polsloe Bridge
  - Dedicated website [seizethesunday.org](http://seizethesunday.org)
    - Three video adverts produced
  - Social media. Facebook ads
    - Twitter @avocetline now has 1167 followers
  - Events, banners at stations.



- 7.4% increase since end of May 16

(76k extra journeys)

# Marketing

[www.greatscenicrailways.com](http://www.greatscenicrailways.com)

Launched 7 May 2015

Visitors (May – August)

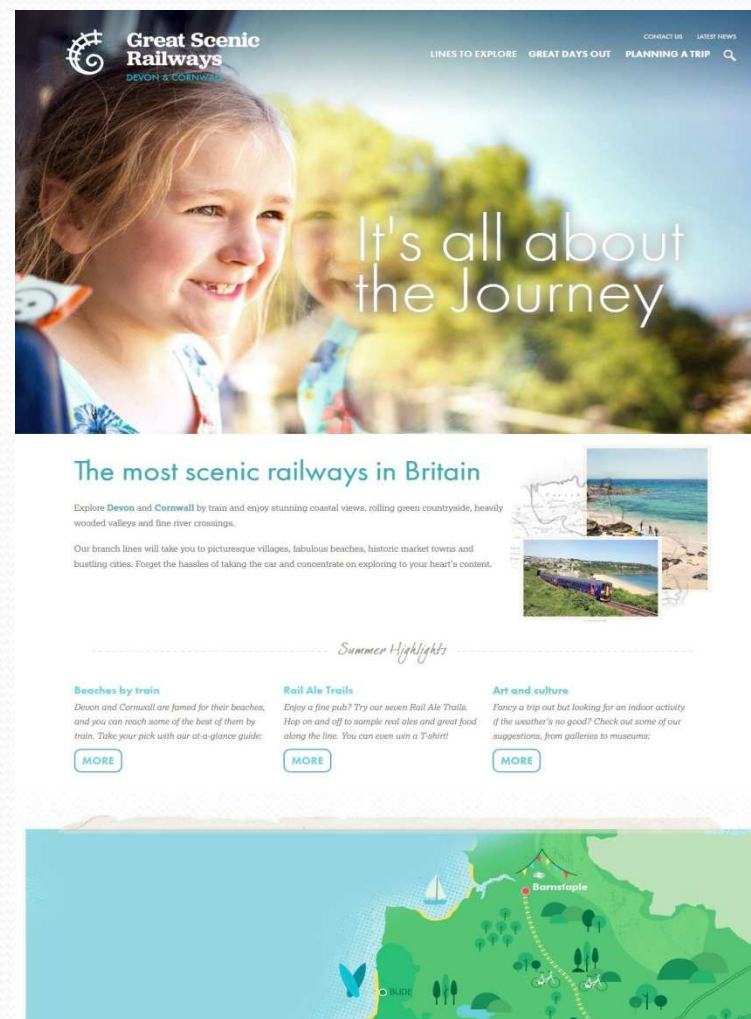
2015 36,000

2016 63,000

75% increase

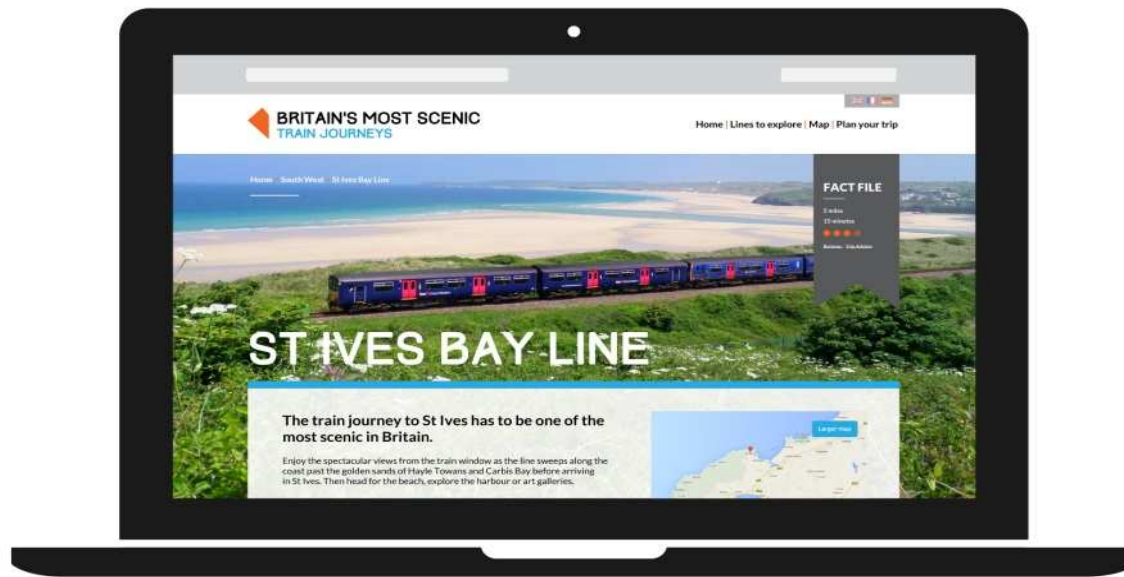
Thanks to Google, links from Visit Cornwall adverts (10k) & Facebook campaign (8k)

In July & August this year, more than 10,000 people visited GWR's Journey Planner from our website – more than 1,000 a week





# Heritage & Community Rail Tourism Innovation competition



# South West Trains joins the Partnership



# Great branch line success

	2016	2001-16	2006-16
Tarka	657,522	230%	115%
Tamar Valley	193,107	60%	48%
Avocet	1,820,603	130%	91%
Looe Valley	118,791	105%	55%
Newquay	88,455	121%	75%
Maritime	664,227	259%	168%
St Ives Bay	488,914	68%	22%

## The build up to December 2018

- December 2018 timetable a massive opportunity
- Increased frequencies, much more capacity
- Communications plan right through, from well in advance to well after service established
- 2008 – 11
- Tarka Line up 47%
- Maritime Line up 96%







# Exe Rail Progress Report February 2017

## Marsh Barton Station

- Construction delayed due to the need to revise designs to meet changing Network Rail standards.
- Likely to have an impact on scheme cost but this is yet to be fully quantified.
- DCC submitted a £3m bid to the New Stations Fund – the result of which is expected to be announced in the spring.
- The start date for works will be no earlier than Autumn 2017. Currently looking into options to minimise length of construction programme.





# Peninsula Rail Task Force (PRTF)

- Five Local Authorities (Devon, Torbay, Plymouth, Somerset & Cornwall) worked together to produce a 20 year strategy report.
- Three Point Plan
  - Resilience
  - Connectivity through improved journey times
  - Capacity/Quality
- Final report submitted to Government in November and are now awaiting a response.
- Reopening of line from Bere Alston to Tavistock, strengthening of sea wall at Dawlish, improvements to Waterloo line, resumption of regular services to Okehampton and flood defence at Cowley Bridge all mentioned



## Exeter St David's Station Forecourt

- DCC is working with Great Western Railway, Network Rail and Exeter City Council to develop a masterplan for new station forecourt at Exeter St Davids.
- Key feature of this masterplan include the relocation of car parking; promotion of space for commercial and residential development; and the location of drop off points and bus stops.
- Plans to upgrade the depot to the rear of the station – this is required to accommodate the rolling stock from December 2018.



- DCC recently submitted a bid to the Government's Local Majors Fund seeking £2.5m for design work to improve capacity and resilience for the route between Exeter and Castle Cary via Yeovil.
- Schemes would enable a half hourly frequency between Exeter and Honiton whilst also improving the diversionary route for Paddington-Plymouth/Penzance services in event of disruption at Cowley Bridge or Somerset Levels.
- The bid was unsuccessful so alternative funding streams to progress design work will be investigated.
- The LEP is commissioning timetabling work (with funding contribution from DCC) to identify extent of new double track sections required to significantly improve journey times between Exeter and Waterloo.

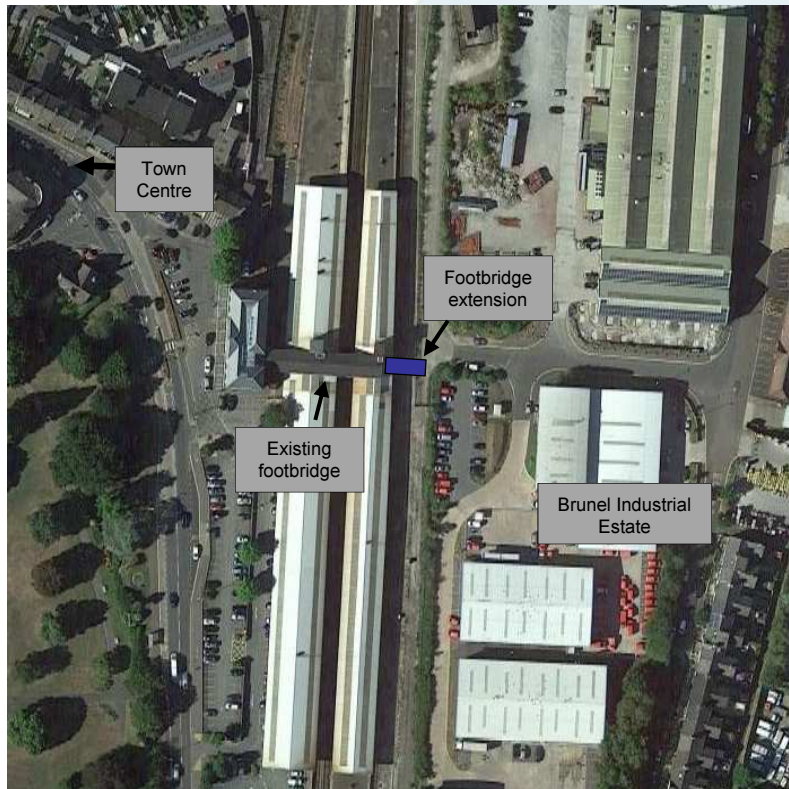
## Exmouth Station Redevelopment

- Land transfers between DCC and Network Rail have now taken place with construction works anticipated to begin in the summer of 2017. These improvement works include:
  - Access to trains via front entrance at all times
  - Improved internal building configuration
  - New ramp to better standard gradient
  - Seat incorporated into outside perimeter of ramp
  - Automatic door
  - Prominent signage in line with new brand
- Construction works for the new M&S Simply Food store, being built on the side of the bus station, are nearly complete.
- Working with East Devon and local community on further interchange improvements



# Newton Abbot Footbridge

- Scheme will extend the current footbridge at Newton Abbot Station so that the station can be accessed from both sides of the railway including Brunel Industrial Estate and cycle routes to Kingsteignton / Bovey / Moretonhampstead / Teignmouth.



- Close to being signed off at the GRIP 3 stage. Hoping to secure planning permission and land this year so the scheme can be delivered when funds become available.
- Separate scheme being developed to create more direct route to town centre via Dark Arches

## Okehampton/Tavistock

### Okehampton

- Ambition to introduce regular future services between Okehampton and Exeter. DCC also working with Dartmoor Railway to develop options for a new station on the eastern edge of the town.



### Tavistock

- The proposed reopening of the line between Bere Alston and Tavistock was included within the Peninsula Rail Task Force report and its hoped that an allocation of funds may be made available by Government to allow further scheme development work.
- Continuing to acquire land along the route.

## Franchise Updates

- Award of new South Western rail franchise, serving the Exeter to London Waterloo route, to be determined by the DfT in April 2017. Incumbent operator Stagecoach and FirstGroup have both bid for the franchise. Successful bidder to take over/continue franchise in August 2017.
- Cross Country Trains recently consulted on a revised December 2017 timetable. The proposals included two trains per hour between Exeter St David's and Bristol Temple Meads through most of the day at expense of extensions to Paignton (with exception of one train per day). DfT decision awaited.



## Electric Bikes

- Electric bike scheme in Exeter was launched in October - first of its type in the UK.
- Improves integration between rail stations and onwards destinations, particularly employment sites.
- The docking stations currently installed include:
  - Exeter Central Rail Station
  - Exeter University
  - Digby & Sowton Rail Station
  - Exeter Civic Centre
- Future phases include potential docking stations at Exeter St David's rail station, the proposed Marsh Barton rail station and other stations to the east of Exeter such as Pinhoe and Cranbrook.





- Bus real time information system expected to be launched in the spring, improving integration between rail and bus
- Garden Villages/Towns
  - Cullompton has been allocated funding for design work on a garden village development which could include a new rail station
- Newcourt/Cranbrook Patronage
  - Both enjoying high passenger numbers. Estimated figure of 80,000 trips in first year since Cranbrook opened and 73,000 in first year since Newcourt opened.

## Devon Metro Strategy – Going forward



- Developing updated strategy to guide and inform future scheme development
- Being developed in tandem with emerging Greater Exeter Local Plan for growth in housing, employment etc. to 2040 and other local plans
- Will set clear strategy to inform outputs required through industry planning and critical schemes including Exeter area resignalling due around 2026
- Prioritises work on other enhancements including new stations, reopenings, capacity enhancements and accessibility improvements
- Focus on communications, marketing and publicity with TOCs and Devon and Cornwall Rail Partnership
- Inform future franchise priorities