

Phil Norrey  
Chief Executive

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

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

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Your ref :  
Our ref :

Date : 5 July 2018  
Please ask for : Gerry Rufolo, 01392 382299

Email: gerry.rufolo@devon.gov.uk

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

Friday, 13th July, 2018

A meeting of the Devon and Exeter Rail Project Working Party is to be held on the above date at 1.30 pm in the Committee Suite - County Hall to consider the following matters.

P NORREY  
Chief Executive

## **A G E N D A**

### **PART I - OPEN COMMITTEE**

1 Apologies for Absence

2 Minutes (Pages 1 - 6)

Minutes of the meeting held on 19 January 2018, 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

Presentation by the Assistant Regional Development Manager, Great Western Railway

*Electoral Divisions(s): All in East Devon; All in Exeter; All in Mid Devon; All in North Devon; All in South Hams; All in Teignbridge*

5 Cross Country Franchise Consultation (Pages 7 - 10)

Report of the Head of Planning, Transportation and Environment (PTE/18/28), attached

- 6      Devon and Exeter Rail Project Working Party - Future arrangements (Pages 11 - 14)  
Report of the Head of Planning, Transportation and Environment (PTE/18/29), attached
- 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.*

**Membership**

County Councillors K Ball (Chairman), M Squires (Vice-Chair), Y Atkinson, R Bloxham, J Clatworthy, A Eastman, J Hawkins, J Hodgson, J Mathews, D Sellis, C Slade and N Way

**Co-opted Members**

T Wardle (Exeter City Council), R Denham (Exeter City Council), A Leadbetter (Exeter City Council) B Bailey (East Devon District Council), R Longhurst (East Devon District Council), B Deed (Mid Devon District Council), T Snow (Mid Devon District Council), J Flynn (North Devon Council), D Luggar (North Devon Council), J Goodey (Teignbridge District Council), R Prowse (Teignbridge District Council), I Doggett (Torbay Council) and T Manning (Torbay Council)

**Declaration of Interests**

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.

**Access to Information**

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Induction loop system available

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The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

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## **First Aid**

Contact Main Reception (extension 2504) for a trained first aider.

## DEVON AND EXETER RAIL PROJECT WORKING PARTY

19 January 2018

### Present:-

#### Devon County Council:

Councillors M Squires (Vice-Chair), Y Atkinson, I Hall, J Hawkins, J Hodgson, J Mathews and N Way

#### District Councils:

Councillors R Denham, Exeter City Council, B Bailey, East Devon District Council, R Longhurst, East Devon District Council, B Deed, Mid Devon District Council, T Snow, Mid Devon District Council, J Goodey, Teignbridge District Council, R Prowse, Teignbridge District Council, and I Doggett, Torbay Council

#### Attending in Accordance with Standing Order 25

Councillors A Davis and B Greenslade

#### Apologies: -

Councillors K Ball, T Wardle, J Flynn, D Luggar, R Bloxham, A Eastman, D Sellis, C Slade and A Leadbetter

(COUNCILLOR SQUIRES IN THE CHAIR)

### \* 9 Minutes

**RESOLVED** that the minutes of the meeting held on 14 July 2017 be signed as a correct record.

### \* 10 Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

### \* 11 South Western Railway update

(Councillor Davis (Cabinet Member for Infrastructure Development and Waste) attended in accordance with Standing Order 25(1) and spoke to this item at the invitation of the meeting and Councillor Greenslade attended in accordance with SO 25(2) and spoke to this item).

(Councillor Deed declared a personal interest in this matter by being in receipt of an occupational pension from South Western Rail)

The Working Party received a presentation from the Head of Planning, Transportation and Environment on the South Western Railway covering on an update on:

- the December 2018 Timetable Consultation: this included the main issue for Devon with the speeding up of trains and whether to drop Woking or Clapham Junction calls and the expectation that new plans via the timetable consultation page would be available on the website later in spring and then final timetables produced in autumn 2018 once they had been reviewed by Network Rail;
- RMT Strikes and there being no news of further dates;
- introduction of additional stakeholder management across SWR;
- Delay Repay had reduced to a 15 minute threshold;
- SWR had won 3 awards at October 2017 Community Rail Awards; and
- SWR Community Rail Conference held on 13th February 2017 in Southampton.

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CABINET

DEVON AND EXETER RAIL PROJECT WORKING PARTY- 19/01/18

Members indicated their preference for the Woking call to be dropped rather than Clapham Junction which they felt should remain.

## \* 12 **Great Western Franchise Renewal**

(Councillor Davis (Cabinet Member for Infrastructure Development and Waste) attended in accordance with Standing Order 25(1) and spoke to this item at the invitation of the meeting and Councillor Greenslade attended in accordance with SO 25(2) and spoke to this item).

The Cabinet Member for Infrastructure Development and Waste reported that she was attending to listen to views of the Working Party to help formulate her response to the Consultation on behalf of the Council and local authority partners.

The Working Party received a presentation from the Head of Planning, Transportation and Environment on the consultation on the Great Western Franchise and draft initial views of Devon County Council, subject to approval by the Cabinet Member, covering:

- confirmation by the Department for Transport (DfT) that the current GWR franchise award has been extended from 2019 to March 2020 and was now consulting on a possible further two year extension from 2020 to March 2022 (with an option to extend by a further 2 years to 2024) and that the two year extension would not be taken up if the winning bid did not offer good value for both taxpayer and passengers (reverting to a full new 7 year + franchise competition);
- that the consultation closes on 21<sup>st</sup> February 2018;
- the DfT had issued a 'Request for Proposal' to GWR in mid-2018 and the DfT aimed to secure an agreement on terms of the two year extension towards the end of 2018; and
- the Franchise extension (or new long-term franchise) started in April 2020 but the above dates were challenging and could slip.

Within the consultation there were 18 questions in total and the Meeting focussed on 11 of the most important relating to:

- the potential splitting of the franchise (Q2);
- Adding to or transferring routes from the franchise (Q3);
- Improvements to train frequencies (Q5);
- New stations or lines (Q6);
- Reductions in journey times (Q7);
- Direct services / improved connections (Q8);
- Other train service enhancements (Q10);
- Rolling stock priorities (Q12);
- Accessibility (Q13);
- Station improvements / connections between transport modes (Q14); and
- Priorities for fares and ticketing (Q15)

The proposed County Council response included the following points in respect of the above questions:

### Q2: Franchise Split? Key Issues:

- Management focus – but could this be done through business units?
  - Ability to invest in improvements;
  - Cross subsidy;
  - Rolling stock flexibility and the ability to manage disruptions / special events;
  - Complexity of fare structure;
  - Network Rail working with an extra operator;
  - Co-ordination of services including connections;
  - Attractiveness to the bidding market; and
  - Political visibility at national level.
- 
- **Current view:** One franchise but with two business units?

## Q3: Adding to or transferring routes from franchise

- Add St James Park (Exeter) to Honiton to complement SWR services / enable half hourly frequency and provide cross city links from Barnstaple / Crediton; and
- Flexibility to allow SWR services to share the Barnstaple / Okehampton route.

## Qs 5 &10: Improvements to train frequencies / enhancements

- Paddington – Exeter St David's semi-fast service to become hourly (2 hourly from December 2018) with possible extensions to Paignton;
- Half hourly frequency between Plymouth and Newton Abbot (December, 2018 proposed 50 minute gap?) with hourly frequency at Ivybridge;
- Half hourly frequency between Exeter and Honiton / Axminster;
- Two hourly Okehampton – Exeter Central with possible extension to Pinhoe (combined half hourly frequency Crediton to Pinhoe with extra service in between);
- Hourly clock face Exmouth – Paignton for longer period Monday - Saturday and Sunday daytime; 15 min frequency to Digby / Newcourt longer term;
- Later train Exeter – Barnstaple Monday - Saturday;
- Hourly service for Cullompton and Wellington if stations were opened at these locations; and
- service long term improvements to Plymouth – Tavistock.

## Q6: Proposed New Stations

- Marsh Barton;
- Cullompton;
- Okehampton Parkway;
- Tavistock; and
- Support for Edginswell (Torbay)

## Q7: Reducing Journey Times

- Support reducing Paddington – Plymouth / Penzance journey times;
- All 'fast' services should still call at Tiverton Parkway, Exeter St David's and Newton Abbot with some stopping at Totnes (though some Tiverton calls could be replaced by an hourly semi-fast service);
- Introduction of Okehampton / Crediton to Exeter service could enable Barnstaple service to be speeded up by transferring some stops; and
- Hourly 'local' Exeter – Honiton / Axminster service could enable Waterloo services to be speeded up by transferring some stops.

## Q8: Direct Services / Improved Connections

- Retain direct Paddington services for Tiverton Parkway, Newton Abbot and Totnes at similar frequencies to now; and
- Exeter: Cross-city Okehampton / Crediton to Pinhoe and Paignton to Exmouth

## Q12: Rolling Stock

- Short term to 2022/24:
  - Improved reliability of refurbished local fleet;
  - additional units of existing type to support additional services / frequencies as outlined in Qs 5 & 10 and ability to manage older local fleet reliably; and
  - begin procurement process to replace existing local fleet (which would be 35-40 years old) in the new franchise from 2022/24.

## Qs 13 & 14 Stations and Accessibility

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CABINET

DEVON AND EXETER RAIL PROJECT WORKING PARTY- 19/01/18

- Support the priorities in document;
- Accessibility:
  - Dawlish and Teignmouth ;
  - Starcross (including access to the Exmouth ferry);
  - St Thomas (but possible alternative at Marsh Barton); and
  - Polsoe Bridge
- Other improvements including intermodal connections:
  - St David's forecourt; Pinhoe; Digby & Sowton; Marsh Barton; Newton Abbot; Tiverton Parkway, Barnstaple etc.
  - More focus on the 'last mile' to / from the station e.g. e-bikes.

## Q15: Fares and Ticketing

- Agree with the priorities in document;
- Emphasis on contactless and mobile ticketing;
- Flexible season tickets;
- Combined rail and bus day rangers for Devon, South Devon and Exeter area; and
- Retain and promote the Devon and Cornwall Railcard.

The Chair for the meeting reported representations from Councillor Ball indicating his objection to any split of the franchise, stating that the more lucrative aspects helped to underpin the routes that provided an important connection to communities that would otherwise struggle. He suggested that any split could also have a major detrimental effect on the aspiration of the Devon Metro. He was also cautious about a two-business unit arrangement but that it could be a workable compromise. He was content with the suggestions made for line improvements especially Okehampton / Barnstaple lines and their potential running through onto the SWR line to feed the science park. He also felt that the fast services through the County should be protected and the new franchise should improve this and not reduce them. The other suggestions around new stations were also important.

Members' discussion points with the Head of Service included:

- support for one larger franchise rather than two smaller ones to help achieve economies of scale and associated investment leading to improved services;
- the importance of the reinstatement of a new station at Cullompton and Marsh Barton in particular;
- reference to the need for additional stations to serve growth points in Alphington, Cranbrook and the Airport;
- the need for direct rail links from Barnstaple to London (and or via Exeter); and
- integration in accordance with the greater Exeter Strategic Plan process, including intermodal ticketing and improved access from rural communities.

It was **MOVED** by Councillor Deed, **SECONDED** by Councillor Snow and

**RESOLVED** that the views raised by Officers be endorsed along with emphasis on the points raised above by this Working Party, for consideration and inclusion in the County Council's response.



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CABINET

*DEVON AND EXETER RAIL PROJECT WORKING PARTY- 19/01/18*

Members discussed future arrangements including ideas around additional informal meetings. This would require further consideration by the Chair, other Members and Officers for report back to the Working Party.

RESOLVED that the next meeting be held on Friday, 13 July 2018 at 1.30 pm.

The Meeting started at 1.30 pm and finished at 3.50 pm

## Agenda Item 2

PTE/18/28

Devon and Exeter Rail Project Working Party  
13 July 2018

## Cross Country Franchise Consultation

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 the Devon and Exeter Rail Project Working Party consider and comment on the current Cross Country rail franchise consultation.

### 1. Summary

The Department for Transport (DfT) is carrying out a consultation on the new Cross Country franchise.

### 2. Background/Introduction

The consultation refers to the new franchise to start in late 2019 and is available on-line at:

[www.gov.uk/government/consultations/cross-country-rail-franchise](http://www.gov.uk/government/consultations/cross-country-rail-franchise).

This is available for any individual or organisation to respond to with responses required by 2345 hrs on Thursday 30 August 2018.

### 3. Proposal

The response to the consultation includes 44 questions. Key issues to consider include:

#### Capacity

The franchise carried 40 million passenger journeys in 2017/18, an increase of over 28% since 2010/11. The train fleet has not grown over this period.

#### Fares

Research by Transport Focus suggests this is the most sought-after area for improvement by customers.

#### Network

There are questions in the consultation relating to the “extremities” of the network. These include Plymouth to Penzance and services to Paignton, as well as services to Scotland and Newcastle. It is suggested that any resources saved could be reinvested in the core network.

#### Improving the customer experience

Including relating to the provision of information and improving interchange.

#### Station calls

Questions relating whether the present service pattern be retained at stations or should have bidders have flexibility regarding station calls.

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## Voyager Units

Although not included in the consultation, the issue of Voyager units not being able to operate along the sea wall at times of high tides is also a key issue and should be commented on.

A response will be sent from the County Council by County Councillor Andrea Davis, Cabinet Member for Cabinet Member for Infrastructure, Development and Waste.

### **4. Financial Considerations**

None.

### **5. Environmental Impact Considerations**

Consideration of rail travel across the country remaining a sustainable alternative for longer distances.

### **6. Equality Considerations**

None.

### **7. Legal Considerations**

There are no specific legal considerations.

### **8. Risk Management Considerations**

No risks have been identified.

### **9. Public Health Impact**

There are no anticipated public health impacts.

### **10. Options/Alternatives**

Not applicable.

### **11. Reason for Recommendation/Conclusion**

The Working Party are invited to contribute help formulate and contribute to the County Council response.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Divisions: All**

Local Government Act 1972: List of Background Papers

Contact for enquiries: Damien Jones

Room No. Transport Coordination Service, Matford Offices, County Hall

Tel No: 01392 383000

Background Paper	Date	File Ref.
None		

dj290618der  
sc/cr/Cross Country Franchise Consultation  
02 050718



PTE/18/29

Devon and Exeter Rail Project Working Party  
13 July 2018

## **Devon and Exeter Rail Project Working Party – Future arrangements**

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 the Devon and Exeter Rail Project Working Party consider:

- (a) the future purpose of the Working Party; and
- (b) the future management of the group, including options outside of the DCC committee structure.

### **1. Summary**

This report considers the future options for the Working Party following on from the discussion at the previous meeting held on 19 January 2018.

### **2. Background/Introduction**

The current Working Party developed from the Exe Rail project a number of years ago. Currently it meets twice a year but there has been a desire to increase this. However, following the departure of Andrew Ardley in February 2018, Devon County Council no longer has a dedicated rail officer and there is no capacity to provide more support. The work is now spread amongst a number of officers across Planning, Transportation and Environment (PT&E).

### **3. Proposal**

#### ***Purpose of the Group***

The role of the Working Party is to investigate and/or make recommendations on rail services in the Exeter and hinterland area, including proposals for service levels, promotion and publicity and infrastructure improvements. Recent meetings have followed a format of reports from the main rail operating companies, Network Rail and the Devon and Cornwall Rail Partnership with updates from the Head of PT&E where appropriate. This format needs to be reviewed with focus on relevant issues.

There are other rail related meetings across the County, mostly in relation to individual line issues. A Countywide perspective remains important, and any future focus of the Working Party should complement, rather than duplicate other meetings.

#### ***Future Management of the Group***

Holding the meetings within the current Committee framework can be restrictive in terms of the timing of the meetings and who can contribute. There is also no officer capacity or funding to increase the frequency of the meetings. When major issues in relation to railways take place whether this group contributes is dependent on the timing of the meeting. So, for

# Agenda Item 6

example, the Cross Country franchise is timely with today's Working Party but others have not been.

Members are asked to consider the following options:

1. Continue with the current two Committee Meetings per year in the existing format;
2. Develop this meeting into a forum working with the Devon & Cornwall Rail Partnership. This would potentially allow the number of meetings to increase and give greater flexibility on agenda items.

Should there be a change in format it remains important that relevant rail related matters still need to be considered within the County Council at the appropriate level and by the relevant committee, including Cabinet, as now.

Any future working relationship with the Rail Partnership would still need to have adequate representation and it would be treated as an outside body with DCC representatives appointed every four years in line with election cycles.

Whichever option is decided the County Council will continue to provide accommodation for meetings.

## **4. Consultations/Representations/Technical Data**

Officers have discussed the options set out above with the Leader of the Council, Portfolio Holder and Chairman of the Working Party.

## **5. Financial Considerations**

As a legacy from Exe Rail there are small annual amounts of funding from some District Councils and it is suggested, subject to approval by each Council, that this is channelled to the Rail Partnership.

## **6. Environmental Impact Considerations**

The County Council will continue to promote and develop rail-based solutions as a sustainable alternative, alongside other forms of public transport.

## **7. Equality Considerations**

None.

## **8. Legal Considerations**

There are no specific legal considerations.

## **9. Risk Management Considerations**

No risks have been identified.

## **10. Public Health Impact**

There are no anticipated public health impacts.



## 11. Options/Alternatives

Options are set out Section 3 above.

## 12. Reason for Recommendation/Conclusion

In order to harness the enthusiasm of this group and continue to work closely with rail partners it is felt that changing the format and structure of these meetings are the best way forward.

Dave Black  
Head of Planning, Transportation and Environment

## Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Damien Jones

Room No. Transport Coordination Service, Matford Offices, County Hall

Tel No: 01392 383000

Background Paper	Date	File Ref.
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None		
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dj290618der  
sc/cr/Devon and Exeter Rail Project Working Party Future arrangements  
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