

Community Rail Scrutiny Task Group – Report of Findings:

1.0 Recommendations

- 1.1 The Task Group asks the Committee for approval of the following recommendations for submission to Executive at the earliest opportunity.
- 1.2 The recommendations below arise from the work of the Community Rail Scrutiny Task Group. The recommendations are in four sections:
- 1) Recommendations 1-18 (General)
 - 2) Recommendations 19-22(Tarka Line)
 - 3) Recommendations 23-26(Tamar Valley Line)
 - 4) Recommendations 27 (Devon Stations Strategy)

General

- 1 That the Council continue to support the Community Rail concept and contribute staff resources to negotiations, consultations and the development of projects.
- 2 That the Council works with partners on improvement schemes which will bring social and economic benefits to the communities along the lines.
- 3 That the Council stresses, in conjunction with the rail industry, that opportunities should be explored for local operators and contractors to contribute to the development of Community Rail lines and utilised where this would provide a cheaper option which still complies with all the rail safety requirements.
- 4 That the level of Member involvement in Community and local rail lines and services be investigated in order to provide political support and to raise the profile for lines and projects with particular reference to the Exe Rail Partnership, Devon and Cornwall Rail Partnership, Tamar Valley and Tarka working groups.
- 5 That the Council support the extension of the Community Rail concept to other local services (which stop at stations on the mainline within Devon).
- 6 That the Council and its partners incorporate Community Rail more fully into the development of plans for tourism and regeneration and tackling social deprivation. Local Authorities play a key role in integration activities (transport, leisure, tourism and planning etc) and true partnerships work at varying levels, from strategic planning and Local Transport Plans through to station adoption and local promotions.
- 7 That the Council lobbies Government for an inclusive approach to the appraisal of rail projects (i.e. to include highway accidents and their reduction, congestion and environmental benefits including global warming and quality of life); For example when costing works, these costs should be factored into any calculations.
- 8 That the Council works with the Train Operating Companies (TOC's) and the Devon & Cornwall Rail Partnership to promote the lines and advertise the services. This would include;
 - a) development of attractive and best value fares (including season tickets);
 - b) a Devon bus / rail travel card;

- c) helping local businesses, associated with the rail lines, promote their services through line advertising.
- 9 That the Government be lobbied, that from 2008 the free travel concession for over 60's be applied to local rail services as well as bus and that in the meantime an analysis be undertaken on the impact of the current free bus travel scheme on local rail services.
- 10 That the Council presses the Department for Transport to maintain its support and resources for the Community Rail Development Strategy and strongly urges that a Government fund for Community Rail projects be established, against which Local Authorities could bid.
- 11 That each local Councillor, representing areas covered by branch lines, explore the potential for 'friends' for their local stations.
- 12 That the Council stresses the importance of;
a) revenue protection and collection of fares by the TOC's; and
b) request continued access to Devon wide and line by line passenger data.
- 13 That the Council continue its support and funding for the Devon & Cornwall Rail Partnership (as a co-ordination and promotion mechanism at the local level with the rail industry) and that First Great Western be asked to match fund the Local Authority contributions to the Partnership. In addition, the Partnership should be utilised for exchanging good practice with other partners and Local Authorities.
- 14 That the Council presses the TOC's to provide sufficient capacity to accommodate passenger demand at all times of the year, providing for growth and, particularly, tourist flows.
- 15 That the Council continues to stress the view that regular (and minor) maintenance works should not result in 'blockades' (which damage patronage levels and, consequently, confidence in the railway).
- 16 That the Council supports an increase in rail freight (particularly for bulk agricultural produce and mining).
- 17 That the Council should be represented at the Community Rail conference, taking place during Autumn 2006.
- 18 Railway facilities which are, or are likely to be, valuable as a railway resource should not be sold off. Planning permission should not be given for any land or property development adjacent to the railway which could jeopardise the future usage of the railway.

Tarka Line

- 19 That the Council support and work with partners to implement the prospectus (as amended by the Council) for the line, as a designated Community Rail line.
- 20 That the Council continue to press, with other stakeholders, for an hourly service on the Tarka Line and support any works which would help contribute towards that aim.
- 21 That the Council, with partners, work to attract charter trains from across the country to the Tarka Line as a contribution the North Devon economy. This should include working towards creating appropriate facilities at Barnstaple station, including the reinstatement of a second platform.

- 22 That the current momentum for Yeoford becoming an interchange station and the Dartmoor Railway development plans be supported, including consideration of a financial contribution if requested.

Tamar Valley Line

- 23 That the Council works with Network Rail on a Route Utilisation Study (RUS) for the Tamar Valley line.
- 24 That increasing the frequency of service between Bere Alston and Plymouth as an interim project to the re-opening the Tavistock be investigated and implemented if the demand potential justifies it.
- 25 If the demand study for the re-opening from Bere Alston to Tavistock shows significant potential then the Council proceed with a full feasibility study.
- 26 That the Council draws up plans for the development of Bere Alston station as a rail head for commuters and access by rail to the World Heritage Site and resist any development which would compromise this.

Devon Station Strategy

- 27 That the Council, with the rail industry, draw up a strategy for all railway stations in Devon. Particular matters to be dealt with as a matter of urgency include;
- a) improving those stations with poor access (including bids to the 'Access for All' programme), and achieving appropriate platform heights and that this be specified within the Local Transport Plan;
 - b) inadequate signage at Exeter St David's Station, in particular signage for bus links to the airport;
 - c) inadequate signage from local communities to the Tarka Line;
 - d) 'tidying up' adjacent to stations (where quantities of rubbish can undermine the view from railway);
 - e) That regular meetings are established with Network Rail (property) and the TOC's to talk through issues at all stations.

2.0 Introduction

- 2.1 At its meeting on 18 January 2006, the Committee agreed that a Community Rail Matters Task Group be formed comprising Councillors Cann, Giles, Hosking, B Hughes, Nicholson and Way. Councillor Connelly joined the Task Group shortly after its commencement. Councillor Way started chairmanship of the group but was replaced by Councillor Giles, due to being given a place on the Council's Executive. It was further agreed that the Task Group be given delegated power to set its own Terms of Reference.
- 2.2 Officer support for the investigation was Mr Tim Davies, Head of Transport Co-ordination Services, Environment, Economy and Culture Directorate and Miss Karen Strahan, Scrutiny Officer, Chief Executives Directorate.
- 2.3 The object of the scrutiny investigation was to consider the introduction of the Community Rail initiative, look at the current position in Devon and the progress that has been made in Devon since the SRA Community Rail Development Strategy was published in November 2004.
- 2.4 This report will highlight the terms of reference, links to the Council's strategic plan, activities of the Task Group and background research including the Governments Community Rail Strategy.

3.0 Background and Terms of Reference

3.1 In November 2005, the Committee had received a report (ED/05/227/HQ) which had summarised the development of Community Rail in Devon and outlined the contribution that local rail lines and services could make to meeting local and regional objectives to reduce traffic congestion and improve accessibility.

3.2 The report also set out the prospectus for the Tamar Valley Community Rail Line. The Committee made several recommendations including:

- (a) endorsing the principle of Community Rail Lines - to be applied as widely as possible across the County;
- (b) that a feasibility study be commissioned into all aspects of the re-opening of the line between Bere Alston and Tavistock and the operation of through services between Plymouth;
- (c) pressing Network Rail to include in the Southwest Mainline Route Utilisation Study the long running loops required for the service uplift between Exeter, Axminster and Waterloo and the new station at Cranbrook (in conjunction with the economic studies soon to be undertaken on this project);
- (d) working with the bidders and new franchisee for the Southwest Trains franchise to achieve the service uplift to hourly Exeter to Waterloo and half hourly Exeter to Axminster;
- (e) welcoming the work being undertaken by Department of Transport to include the Barnstaple - Exeter line (i.e. The Tarka Line) as a Community Rail Line;
- (f) supporting the possibility of environmentally friendly (biomass) fuels being used on the railway; and
- (g) the Committee receiving an annual report on 'Rail Matters' looking at developments in the rail industry affecting Devon and progress with the Community Rail initiative (including the impact of the granting of the new Great Western Franchise and developments with micro-franchising).

3.3 The terms of reference for the Task Group were agreed (22 March 2006) as;

- a) to understand the issues surrounding Community Rail, which impact on the Communities of Devon;
- b) To review the application of the Community Rail Development Strategy to the Devon branch lines.
- c) To endorse / promote the application of the prospectus and action plans, including route utilisation studies for the designated community lines.
- d) To review and recommend on community and political input and how this may be achieved.
- e) To look for good practice examples (either in Britain or abroad) and consider accordingly;
- f) to collate position statements / evidence from a range of interested parties to produce a final report, with appropriate recommendations;
- g) to seek approval from the relevant Committees in respect of the recommendations made.

4.0 Links to the Strategic Plan

4.1 The study into Community Rail is directly linked to two priorities of the refreshed Devon County Council Strategic Plan 2006/2011.

4.2 The priority of 'Growing Devon's economy' is assisted, as one of the actions under the priority of 'Improving the productivity and competitiveness of the economy, ensuring the right conditions for sustainable growth' is the action

relating to delivering priority infrastructure projects, which includes transport. Community Rail is very much an integral part of sustainable transport.

4.3 A further action is to build on the 'Discover Devon Naturally' campaign. The Community Rails projects are heavily tied in with assisting and enhancing the tourism industry.

4.4 Another priority is 'Improving Devon's Environment'. Two of the related options are to 'Minimise traffic congestion in Devon's towns' and 'To Improve the environment where people live and work'. One of the key measures for measuring success is to increase both bus and rail patronage by 8% by 2008, which will help to reduce levels of pollution. A key theme of Community Rail is to increase usage on some of the lesser utilised lines.

5.0 Background Research

5.1 The **Community Rail Development Strategy** (November 2004) was the first document studied by the Task Group. The Strategy was intended to help put rural and local railways on a more sustainable financial footing.

It was described as a 'set of ideas' to increase the value of the railway to the community it served. There were three areas of focus for Community Rail;

1. increasing revenue;
2. reducing costs;
3. increased involvement of the community.

The Strategy was designed to recognise the distinct characteristics of local railways and the range of possible approaches, to put them on a more sustainable basis.

The document was in three sections:

S1 – looked at the background and definitions, including outlining the costs and benefits of Community Railways.

S2 – described the approach, which defined the principal ways to improve the value of Community Railways, using examples of innovation and ideas from across the industry (This was for the benefit of train and network operators, local authorities, user groups and partnership groups);

S3 – reviewed the Strategy for Community Rail Development, under s206 of the Transport Act, 2000. This explained the changes applicable to Community Railways, which the rail industry, local authorities and Community Rail Partnerships could use as a basis for business planning.

5.2 **Community Rail Developments in Devon** was considered by the Environment, Economy and Culture Scrutiny Committee on 14 November 2005. The report highlighted the contribution that Community Rail could make to certain issues, e.g. tackling congestion, and outlined the progress of Community Rail initiatives and the involvement of the Council.

The Tamar Valley line, Plymouth-Bere Alston-Gunnislake, was one of 7 pilots under the Community Rail Development Strategy (CRSD) and the line was designated as a Community Rail Line in Autumn 2005. The Tarka line (Exeter to Barnstaple), was currently being considered for designation. No other lines in Devon come into this category, although the privately owned Dartmoor Railway shared similar characteristics.

- 5.3 **The Tamar Valley Line** had a local working group (which had been in operation since Spring 2005). Chaired by DfT, it comprised the Local Transport Authorities and had an action plan covering the next five years.

There were various projects and improvements for the line, which were being investigated.

One possibility (medium term) was a change to the track, signalling and platform layout at Bere Alston to facilitate an increase in service to hourly each way between Plymouth - Bere Alston, with a separate shuttle service between Bere Alston and Gunnislake.

Consideration was also given (more long term) to the Drake Line project, as independent research suggested that there were rail services to be reinstated on the Bere Alston to Tavistock section, as envisaged in the Drake Line project, the level of revenue which could be generated by frequent through services to Plymouth could be 5 times the current level of revenue on the Tamar Valley line. This could help relieve traffic congestion on the A386 corridor into Plymouth and also allow more development in Tavistock. A strong tourist flow into the Tamar Valley Mining Heritage Area should also be generated. The reopening back to Tavistock was also being investigated.

In terms of condition, all the railway structures remained intact along the 5.5 mile section to the A390 at Tavistock except one small bridge near Bere Alston. The structures and track bed were thought to be in reasonable condition. The two main structures, Shillamill Tunnel and Viaduct required further investigation. In addition, some sections had passed into private ownership and the views of landowners were not yet known.

In addition, the future of the Tamar Valley/Drake Line was bound up with the Tamar Valley Mining Heritage Project (TVMH).

6.0 Task Group Activities

- 6.1 The first meeting was held on **9 February 2006** and was attended by the Chair of the Task Group, Mr Davies and the Scrutiny Officer. The purpose of the meeting was to establish a position statement, where the County Council was in delivering the aims of the Governments Community Rail Development Strategy.

Mr Davies referred to previous Committee reports and updated the Chair on the current status of the two Community Rail lines in Devon. Potential terms of reference and witnesses were also discussed to present to the first full meeting of the Task Group.

- 6.2 This took place on **22 March 2006**. The terms of reference were agreed (see paragraph 3.3), potential witnesses and future dates established.

A composite list of witnesses who contributed to the work of the Task Group is attached at Appendix 1.

Members received an introduction to the content of the Community Rail Development Strategy, a position statement on the Community Rail Lines within Devon and the current situation with the Greater Western Franchise.

- 6.3 Mr David Hibbs (DfT) and Mr Julian Crow (First) attended the meeting on **5 May 2006**.

Mr Hibbs was part of the Community Rail Team for DfT, who were responsible for implementing the Community Rail Development Strategy nationally. He explained

the ethos behind Community Rail Development and said that 56 lines (nationally) had been identified for designation as Community Rail lines, including the Tamar Valley line in Devon.

He discussed various issues with Members including fares, subsidies, operational costs, capacity and Local Authority involvement in the process.

Mr Crow expressed a personal commitment to Community Rail and explained the aims of First in operating Community Rail lines. He outlined the fares structures (and promotions), the problems caused by engineering works, the revised December 2006 timetable (further details in section 6) and of his interest in the development of the Tamar Valley Line.

- 6.4 Members also spent some time, during the course of the investigation, reviewing the implications of the revised **First Great Western timetable**, scheduled to run from December 2006. The draft timetables were issued by First Group on 13th February 2006 for a four week consultation.

The existing timetables on all lines in Devon had generated strong passenger growth. There had been excellent results achieved by Wessex Trains on the local and branch line services (up between 10% and 26% on all lines over the last 5 years). The Council felt that the proposed new timetable threatened this growth in passenger numbers, unless more resources could be obtained from Government to run better services.

Some of the concerns were cuts in the service to London and severe cuts to local train services in Devon (when compared with current levels of service). There was also a concern that just as the Community Rail Development Strategy was getting under way, the new Franchise would have undermined the efforts of local authorities to improve revenues and reduce subsidy on the lines.

It was felt that little local knowledge was applied to the timetables.

The Council responded to the draft timetables and made comments on the service reductions, particularly in local train services and submitted a schedule of views on the effected stations, trains and lines.

- 6.5 Members undertook their first site visit on the **19 May 2006**, to the Tamar Valley Line.

The purpose of the day was to visit Dartmoor Railway (and its line to Okehampton) and the Tamar Valley Rail line. Members were able to see lines / stations of interest, where work had been carried out or work was planned in the near future.

Particular attention was drawn to the following stations / places;

1. **Yeoford** – works included the aim of Dartmoor Rail to lease approx 1.5 miles of track behind the current boundary at Coleford so they were in a position to run their trains between Yeoford and Okehampton, a possible foot bridge and connection of the down platform;
2. **Okehampton Station** – restoration works were highlighted, including a former goods shed, platform, footbridge and track / maintenance works;
3. **Meldon Quarry** – the journey to Meldon was taken on the train where Members saw the Granite Way Cycle Route, visitors centre and plans for the installation of a demonstration minerals line;
4. **Tavistock (WDBC)** – talks at Tavistock revolved around the, much anticipated, re-opening of the line back to Tavistock, a Tavistock to Bere Alston link, the Tamar Valley Mining Heritage and the potential to link the

mine sites with old transport infrastructures such as trams, rail, quays and canals;

5. **Bere Alston** – one platform had recently been modernised and Members were informed of ideas for a shuttle service to Gunnislake, an hourly service to Plymouth (currently every two hours) and longer term, the re-opening back to Tavistock.

- 6.6 The meeting on **16 June 2006** was dedicated to the work of the Devon and Cornwall Rail Partnership. Mr Richard Burningham (Manager) and Professor David Pinder (Chair) of the Devon & Cornwall Rail Partnership attended the meeting.

The role and history of the Partnership (based at the University of Plymouth) was described. Their aim was to 'make best use of rural railways for the benefit of all', which included promoting branch lines, improving services, boosting local economies, improving communications and educating local people.

Members were updated on several schemes and projects that the Partnership had been involved with (e.g. Winter Wonderfare, Tarka Line Community Project and the Carnet Scheme).

Mr Burningham highlighted several areas where he thought improvements could be made to processes.

- 6.7 The second site visit was to the Tarka Line on **7 July 2006**. Mr John Phillips (Project Manager for the Tarka Line Project) accompanied the visit.

Members boarded the train at Exeter St David's and were given information on all stations along the route including, Newton St Cyres, Crediton (work undertaken by the 'friends of Crediton station' and issues with Salmonpool crossing), Yeoford (as seen on the Tamar Valley visit), Coplestone (the housing developments and implications for the line), Morchard Road, Lapford, Eggesford (implications for the driver stopping to pull a cord which operated the level crossing), Kings Nympton, Portsmouth Arms, Umberleigh (and the planned works) and Chapelton.

At Barnstaple, Members met Mr Mike Day who had plans for the old station masters house and its regeneration, both for the station and Barnstaple. Second, Mr John Kempson had operated the cycle business on Barnstaple station for 17 years. The business was one of the first examples of the DCRP promoting retail outlets at stations.

Discussion revolved around publicity, advertising, the Tarka Trail, road signage and other similar local cycle businesses.

Further information was received at the Civic Centre from both John Phillips and Hugh Butterworth (North Devon Rail Users Group). Mr Phillips reported on recent initiatives undertaken to increase the usage of the line (Carnet, Music Trains, Rail Ale Trail and the new timetable).

He also referred to his report (which had been considered by the Exe Rail Partnership) and pointed out seven themes including infrastructure issues, rolling stock, late evening trains, rail buses, fares, stations and marketing.

Expectations were high for the 350,000 passenger footfalls at Barnstaple (currently 250,000). Members heard about the work of the Tarka Line working party who had been busy aiming to increase numbers.

Members returned to Barnstaple Station and noted some of the planned improvements (buses, taxi, carpark etc) due to be implemented in conjunction with the completion of the Western Bypass.

Lastly, discussion ensued on the feasibility of the second platform reinstatement at Barnstaple.

- 6.8 The Deputy Director for the EEC directorate and the Executive Members for the Environment and Strategic Planning and Regional Affairs attended the meeting of **28 July 2006**.

Dr Harrison said that the Council had agreed with the concepts of the Community Rail Strategy (see paragraph 3.2) and an additional benefit had been the engagement with local communities. Issues discussed were the positive impact of the Community Rail team within DfT, the recent Tarka Line prospectus and the First Great Western timetable.

Councillor Rogers added that her largest concern in relation to rail development was funding and that the Council needed to look at the social and economic benefits (including tourism) that could be derived from improvements.

Cllr Temperley talked about the risks of centralised organisations making decisions on local issues, the amount of good will within the community, which needed to be captured and the importance of integrated transport.

At the same meeting, members were able to view the DfT's proposal for the designation of the **Tarka Line** and make comments on the proposals accordingly.

- 6.9 This line was one of the routes listed in the Community Rail Development Strategy as having potential for line designation.

It was noted that the route prospectus would be a flexible document that would evolve as the project developed.

The prospectus highlighted that designation of the line would help with;

- identifying the costs of operating the line and identifying the revenue attributable to the line;
- showing how Train Operating Company costs might be reduced on the line by changes to franchise management (including the Ticketing and Settlement Agreement arrangements), working practices and operation;
- Exploration of opportunities of alternative fares structures to ensure the line is allocated a fair contribution of all through rail fares and that fares are appropriate to the local market;
- Evaluation of options for increasing the frequency of the service to hourly on weekdays, with additional later evening services with a view of achieving the overall aims of the Community Rail Development Strategy (i.e. better value for money services);
- Development of the railhead policy on the line, with provision of improved car parking at railhead stations (Umberleigh, Eggesford, Coplestone and Yeoford);
- In conjunction with the Bus Operator and Unitary Council provide and demonstrate the impact of quality bus links at all locations on the line;
- Improving links to the bus network to improve accessibility to the area and particularly to provide better links between the rail network and Ilfracombe, Bideford and other North Devon towns;
- Exploration of innovative ticketing and marketing schemes with the aim of making it easier to buy tickets away from staffed stations and in rural areas and also ensuring effective collection of revenue;
- Deepening co-operation with local business with the aim of further tapping into the tourism market and developing retail / commercial activities;

- Assisting Dartmoor Railway with their ambition of operating a passenger service between Okehampton and Yeoford allowing passengers to connect with Tarka Line services

Members suggested amendments to the prospectus, including highlighting that the Council was not being asked to take responsibility for any aspect of the line (transfer of assets etc). The line would remain the sole responsibility of Network Rail and this responsibility would last for the duration of the franchise agreement (2016).

- 6.10 The penultimate meeting took evidence from Mr Jerry Swift and Ms Michelle Edney, who attended on behalf of Network Rail on **4 August 2006**.

Mr Swift said that Network Rail were fully committed to the Community Rail Strategy. With such large investment in rail services, he felt there was a moral obligation to reduce costs.

He talked about Community Rail Partnerships (mentioning that the Devon and Cornwall Partnership was a powerful tool), the importance of consistency in designations, his optimism for the designation of the Tarka Line, the benefits of designation, research projects being undertaken by Network Rail, ongoing works in Devon (including Tavistock), role of route enhancement unit and reduction of car use in favour of the train.

Members had a number of questions for Network Rail including the potential to reduce the cost base, the use of lower cost contractors, the scope for relaxation of group standards, blockades, Network Rail's role in the Devon Station's Strategy, low platform problems and future use of railway buildings and land.

- 6.11 Members undertook a final site visit to the West Somerset Railway on **17 August 2006**. The purpose of the day was to hear about the workings of the railway, how successful the venture was and about the regeneration that the railway had brought to the area.

Members boarded the train at Bishops Lydeard. Key points discussed during the journey to Minehead with the General Manager and Commercial Manager were numbers of staff and volunteers, turnover, initiatives (special events etc), relationship with the County Council, planned improvements, advertising and marketing, links with the local community, local sourcing, maintenance works and sales.

- 6.12 The notes from any of these meetings can be made available on request.

- 6.13 The activities of the Task Group have ensured that a well researched and comprehensive report has been produced, and with agreement of the recommendations, will see Devon at the forefront of Community Rail development, innovation and implementation.

7.0 Conclusions

- 7.1 Community Rail is an important initiative, with many of the branch lines offering a lifeline for communities, whether users are weekly shoppers or daily commuters.

- 7.2 The recommendations contained within this report will help Devon to contribute fully to achieving the aims of the Community Rail Development Strategy, the main being to help put the rural and local railways on a more sustainable financial footing.

7.3 This report clarifies the County Council's role in the Community Rail process and how it can use its influence to effect the changes required. The Committee would wish to receive an update in approximately 12 months time demonstrating how the agreed recommendations have been actioned and progress that has been made.

Councillor R Cann
 Councillor R Connelly
 Councillor R Giles (Ch)
 Councillor A Hosking
 Councillor B Hughes
 Councillor B Nicholson
 Councillor N Way

Local Government Act 1972 List of Background Papers		
Report originated by:	Karen Strahan	
Room:	G.36	
Tel No:	01392 383143	
Background Papers	Date	File Reference
Community Rail Development Strategy – SRA	November 2004	
Introduction to Community Rail – DfT	2004	
Community Rail FAQ's – DfT	2004	
Community Rail & Local Lines Development in Devon	14 November 2005	ED/05/227/HQ
SRA Consultation: Designation of Tamar Valley Community Rail Line	12 July 2005	ED/05/141/HQ

Appendix 1

Witnesses attending the Community Rail Scrutiny Task Group

Mr David Hibbs	Team Leader – Community Rail Development Team	DfT
Mr Julian Crow	Manager (West of England)	First Great Western
Mr John Hummel	Managing Director	Dartmoor Rail (ECT)
Mr Stuart Farmer	General Manager	Dartmoor Rail (ECT)
Mr Tim Selman	AONB Manager	Tamar Valley Service
Mr Tim Beavon	Head of Economic & Community Development	West Devon BC
Mr David Incoll	Chief Executive	West Devon BC
Cllr Robin Pike	Councillor	West Devon BC
Mr Richard Burningham	Manager	Devon & Cornwall Rail P/S
Prof. David Pinder	Chair	Devon & Cornwall Rail P/S
Mr John Phillips	Tarka Line Project Officer Chairman	Devon & Cornwall Rail P/S North Devon Rail Users Group
Mr Mike Day	Manager	Catering Business Barnstaple Station
Mr John Kempson	Manager	Cycle Hire Business Barnstaple Station
Mr Hugh Butterworth	Member	North Devon Rail Users Group
Dr Ian Harrison	Deputy Director (EEC)	Devon County Council
Cllr Margaret Rogers	Executive Member – The Environment	Devon County Council
Cllr Humphrey Temperley	Executive Member – Strategic Planning & Regional Affairs	Devon County Council
Mr Jerry Swift	Account Manager (Community Rail)	Network Rail
Ms Michelle Edney	Route Enhancement Team (Greater Western)	Network Rail
Mr Paul Conibeare	General Manager	West Somerset Rail
Martyn Snell	Commercial Manager	West Somerset Rail