

The 20 Year Plan for the SW Peninsula Rail Network

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On behalf of the

Peninsula Rail Task Force



PENINSULA RAIL
TASK FORCE

Who is the Task Force?

The Peninsula Rail Task Force is a strategic group

- ◆ **Local Authority :** Cornwall Council, Devon County Council, Plymouth City Council, Somerset County Council, Torbay Council
- ◆ **Economic :** LEPs
 - ◆ Heart of the South West
 - ◆ Cornwall & Isles of Scilly
- ◆ **Partners / Stakeholders:** Stakeholder Advisory Group
 - ◆ Business, networks and associations, Community Rail Partnerships, Train Operating Companies, special interest groups



3 Point Plan Priorities

A railway that is:

- ◆ Resilient and reliable
- ◆ With faster journey times and better connectivity
- ◆ With sufficient capacity and comfort



Our biggest stakeholder



**PENINSULA RAIL
TASK FORCE**

Enabling growth

- ◆ SW economy worth £36bn – larger than Merseyside, Leeds and Sheffield
- ◆ 2.2m people, 98,000 businesses and 1.1m jobs
- ◆ Our productivity is 72.9% of national average
- ◆ 1 in 5 households in Devon rely on public transport
- ◆ For every 100 mins journey time from London, productivity falls by 6%



Enabling growth potential

Connectivity is key

- ◆ Growth from connectivity to other key projects, eg HS2, Heathrow Western Extension, Crossrail as well as air and sea
 - ◆ Bristol and Devon Metro scope to improve and link
 - ◆ 45min REDUCTION would add £1bn / year to SW economy
- > Plymouth 2hrs 15, Truro 3hrs 30 (*not* c3h40 / c 5hrs)



Emerging issues

- ◆ Emphasis is on rail as an enabler
- ◆ Sequencing is key – working with partners to achieve best outcome
- ◆ Concern that we take people with us – not dominated by single issue or location
- ◆ Competition within the region for other investment
- ◆ Resources – competition elsewhere



Briefing Westminster



Today's obstacles

- ◆ Still awaiting considerable volumes of information
- ◆ Timing –
 - ◆ Political : elections, referendum, likely reshuffle,
 - ◆ Process: DfT and NR timescales
- ◆ Resources



Updates

- ◆ **East of Exeter Resilience**
- ◆ **Resilience studies of the seawall and cliffs between Exeter and Plymouth**
- ◆ **Exeter to Castle Cary GRIP 2 study**
- ◆ **Exeter to London Waterloo 2nd strategic route**
- ◆ **The Northern Route**
- ◆ **Line speed improvements**
 - ◆ **Part 1**
 - ◆ **Part 2 (including electrification)**
 - ◆ **Part 3**
- ◆ **Economic case**
- ◆ **Dawlish Additional Line**



East Of Exeter outputs

- ◆ Cost to rail industry 2006-14 £35m due to flooding in Western area
- ◆ Studies identified that large parts of the same areas are susceptible to flooding
- ◆ 5 key action areas as part of plan, 3 complete, and 2 in the development stage, planned for CP 5 delivery.
- ◆ The risk has been reduced (1:50 years)



Resilience studies between Exeter and Plymouth

- Study carried out in 2014 showed poor economic case for additional line
- Network Rail are currently undertaking a GRIP 2 study, with an additional £5m provided by Government to allow this to continue in CP5.
- Network Rail will consult on this as a separate scheme



Exeter to Castle Cary Capacity and Diversionary route study

- ◆ GRIP 2 study nearing completion to allow capacity for diversionary route and increases to services
- ◆ 4 options identified for taking forward following stakeholder workshop.
 - ◆ Lowest Cost
 - ◆ Clock-face
 - ◆ Enhanced performance
 - ◆ Greatest Flexibility



Exeter to London Waterloo 2nd strategic route

- PRTF continue to work with partners in Wiltshire, Dorset and their LEP's to develop a plan for improving services



The Northern Route

- ◆ Study showed that insufficient patronage existed along the route including planned housing. (25,000 new homes would be needed to fill this short fall)
- ◆ Route has BCR of less than 1, but this does not take into account diversionary benefits.
- ◆ Route can be split into 3 sections to aid local delivery



Line speed improvements

- Part 1

- 15 min saving Reading to Penzance at £174m

- Part 2

- Results awaited from GWR and NR on the options available and the costs.

- Part 3

- Close the gap between part 2 and the PRTF journey time aspirations



Economic case

- Journey time improvements
 - Pad – Pnz 60 minutes = GVA £1.23b
 - Diversionary route = £324m direct benefits
 - Wat – Exd = £239m direct benefits
- 100 minutes from London costs 6% in productivity
- South West region GVA is £22k, nationally GVA is £24.5k



Dawlish Additional Line

- ◆ The study indicates that additional capacity can be provided over the next 20 years with interventions on the current alignment.
- ◆ Growth rates of c5.7% are twice that being used by the rail industry to plan for the future meaning an estimated difference of 12-15 years.
- ◆ The coastal route closures will escalate due to meteorological trends, with it suggested that it will be up to 40 days a year by 2040 if no action is taken.



Emerging issues

- ◆ Referendum – challenges for everyone
- ◆ Network Rail report on Dawlish due – overlap with PRTF
- ◆ Devolution and transport ambitions
- ◆ Devon and Cornwall Franchise
- ◆ Hendy report and Shaw report implications



Next steps

- ◆ Identification of all wider Economic Benefits – focus on more than just the route
- ◆ Alignment with wider industry investment plans
- ◆ Development of the sequential programme
- ◆ Consultation – evaluation underway
- ◆ MP briefings are planned





Thank you