

FRONT COVER

**TITLE AND
PICTURE**

Inside Cover Endorsements

Consultation draft

The Peninsula Rail Task Force has been working with the Department of Transport, Network Rail, train operators, our communities, businesses and rail users to develop a plan for better rail resilience and connectivity for the South West peninsula. Transport infrastructure has a vital role to play in our economy, enabling our widespread rural communities and urban centres across the peninsula to access markets, services, employment, leisure and people across the UK, Europe and beyond. Better connectivity through a resilient rail network, well connected roads and superfast broadband are clearly essential as the backbone of our economy.

Quote from Hendy¹ - Britain's railway network is vital for economic growth, to create jobs and to enable housing development. Every year it enables millions of people to travel for work and leisure, and transports millions of tons of freight.

Rail investment is a key enabler of growth. Acknowledging this, the PRTF set out in its 3 Point Plan, three priorities for our rail network:

- Enhanced resilience
- Improved connectivity and faster journey time
- More capacity, quality and comfort

This report builds on our interim report and looks at the significant opportunities for the peninsula: to contribute to UK plc and as importantly, to improve life for our businesses and our communities, creating growth and prosperity. It is the start of our journey.

Infographic to illustrate PRTF economy:

Cornwall, Devon, Plymouth, Somerset and Torbay) is worth £36billion per year, with 98,000 businesses and 1.1m jobs in the area.

**LEPs aim to create 181k jobs , Peninsula and City Deal another 9500 jobs
- has this changed with SEP to Growth Deal?**

Salaries are below national average and get lower the further west you go

Report from Sir Peter Hendy to the Secretary of State for Transport on the re-planning of Network Rail's Investment Programme

South West Peninsula – our economy

The South West’s economy has a wealth of industries with growing world class strengths in aerospace, manufacturing, marine, hi-tech and creative enterprises. With the Met Office based in Exeter, a centre of excellence for environmental science has been created, working with our three Universities to establish a global reputation. Tourism and hospitality are also a significant part of the economy, with some 14.7m domestic tourism trips made to the South West from London and 25.6m trips made to London from the South West¹. In combination, these make for a powerful economy, bigger than Merseyside, Leeds and Sheffield or South Wales.

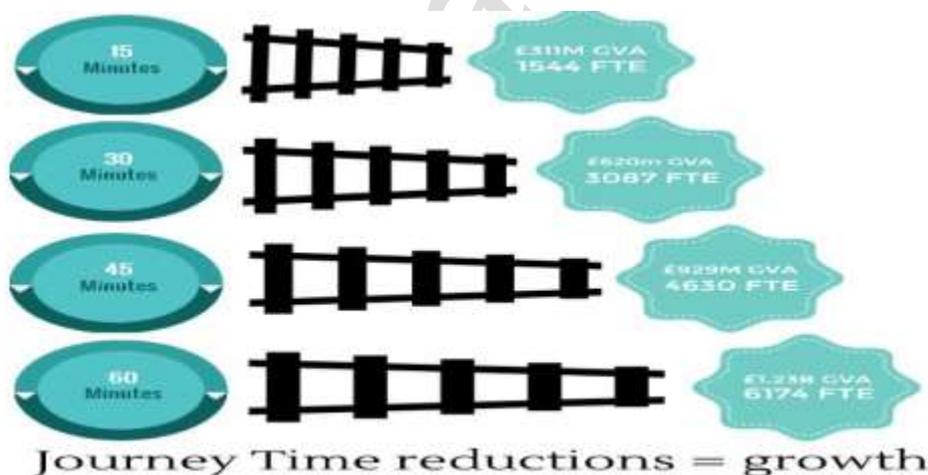
Quote “Connectivity equals jobs. In my view, it is that simple.” Sir David Higgins, Chair of HS2.

But the story doesn’t stop there. We are working hard to develop renewable energy programmes, pioneering research and development including hydro, wave and tidal technology. Low carbon energy is at the forefront with nuclear, solar and deep geothermal plants. Our partnerships with neighbouring LEPs, business and investors are helping to develop our economy. We are establishing manufacturing clusters through the Peninsula City Deal to bolster our marine industry. Working with partners we want to improve access to and from Bristol, London and the Midlands - and likewise links to Reading, Heathrow and Gatwick are also critical to our prosperity.

Workplace GVA- Infographic

UK Average:	£24,600
SW Average:	£22,300
Devon:	£20,150
Plymouth:	£19,900
Torbay:	£15,500
Cornwall & Isles of Scilly:	£17,300

Waiting on more economic facts from LEP



Suggest use photo of PRTF chair meeting PM, Somerset , Dawlish etc

¹ Visit England 2014

Maximising the investment

Investment by Government into Cornwall's devolution as well as the Growth Deals funding of £270m for both Cornwall and Heart of the South West LEPs have been important steps to improve our infrastructure. These include the emergency repairing of the wall at Dawlish £35m, as well as important flood alleviation and mitigation measures throughout the South West and particularly Somerset totaling some <£31.3m). Modernising the Penzance rail depot £21m, £4.6m of improvements at Taunton Station and underwriting the next stages of making the Dawlish route (£5m) resilience development are also welcomed. Network rail along with Cornwall Council are investing in signaling improvements allowing improving resilience and capacity.

The train operating companies are also playing their part in delivering real change across the network. Great Western Railway has invested £360m into new trains from 2018, which will cut up to 12 minutes from the journey time between London and Penzance and deliver 24% more capacity. The 123% growth in our passenger numbers - twice the UK national rate has led to a doubling over the last 17 years – offers a sound basis for this investment.

Over £68m has been invested in rail by the local authorities within the Peninsula Rail Task Force area since 2000 . Newcourt, Marsh Barton and Cranbrook stations have been opened in Devon as part of the Devon Metro project to increase access from new development to frequent rail services; The PRTF seeks to work with other areas to maximize rail schemes that are of mutual benefit; for example the Bristol Area Metro West scheme.

123 %
Rail
Growth

26
minutes
available
quick wins

12
minutes
quicker

+£219 GVA
pa
By reducing
journey time by
36 minutes

The South West is a leader in innovation, with nearly 50% of our businesses classed as innovative - second only to the East Midlands

Our stakeholders, local communities and our politicians are integral to the process - from responding rapidly to some of the more severe weather incidents, to providing vital evidence of the impacts and constraints on growth. The support from stakeholders, information, intelligence and feedback has been crucial in helping us to establish the priorities of resilience, faster journey times and greater capacity. People are the building blocks of our economy. By working alongside our partners, our ambition is to move our rail network from a state of survival to success.

Peninsula Map across pages 6 & 7 - highlighting main urban points and transport corridors – see above – merge opportunity with issues, eg Hinkley and Bristol etc awaited from LEP

Challenges for the South West

Across the Peninsula, growth is far from optimal. Productivity is among the lowest rates in the UK at 72.9% of the national average, with Cornwall at 66.3%, Torbay (60.5%), Somerset (76.6%), Devon (77.3%) and Plymouth (81.5%). For every 100 miles of journey time from London, productivity falls by 6%². Workplace earnings in Torrridge in Devon are the lowest in the country, with two other wards in the bottom 10% and North Cornwall in the bottom 20%. Somerset is challenged because..... (JE to supply)

Our economy is bigger than Merseyside, Tyne and Wear, South Wales, Leeds and Sheffield yet it is only served by one main rail line and one major strategic road. Given the peninsular geography, this creates over-dependency on the transport system. Over 100,000 people in north Cornwall and mid Devon do not have access to the rail network. 1 in 5 people in Devon do not have a car. Being able to rely on regular, reliable and cost effective public transport is therefore essential to many people, every day, every week, in order to get to work, education, and training or for leisure activity. **Note cover off in map on page 6/7**

Severe weather is not unique to the Peninsula, but as the westernmost part of England, the region is subject to far more extreme weather incidents than many central or eastern areas and this combined with the topography of our rail route increases our vulnerability. The cost to the economy during the line severance at Dawlish reached an estimated £1.2bn. and large parts of Devon were cut off completely.

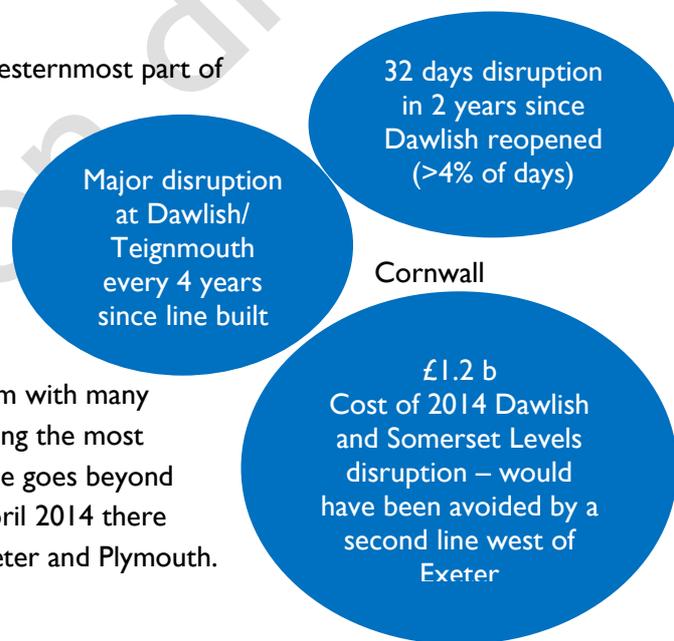
The flooding of the Somerset Levels during 2013 cost £105m with many communities isolated for months, and businesses experiencing the most severe disruption. However the need for network resilience goes beyond Dawlish: in the two years since the line was reopened in April 2014 there have been 32 days with total or partial closure between Exeter and Plymouth.

- > Jamie facts to incorporate re
- > skills
- > aging population > rural / urban challenges

We also need wider network resilience through a second line west of Exeter to complement, and maximise the benefit of plans to provide a diversion route east of Exeter via Yeovil to Castle Cary, and to maximise the return on the AT300's investment further line speed improvements are required. Quick wins can produce improvements of 6 minutes from Paddington to Taunton, 8 to Exeter, 13 to Plymouth and 26 to Penzance.

Lastly, the historic lack of investment in the Peninsula network compared to other parts of the region and country means that there is a greater gap between our performance – and our economy than other areas. The significant improvements offered by HS2 will create even greater disparity for the SW economy compared to the North, and clarifies the need to address the poor reliability, capacity and slower journey times

² PRTF Productivity and Wider Economic impact study 2015



Our priorities

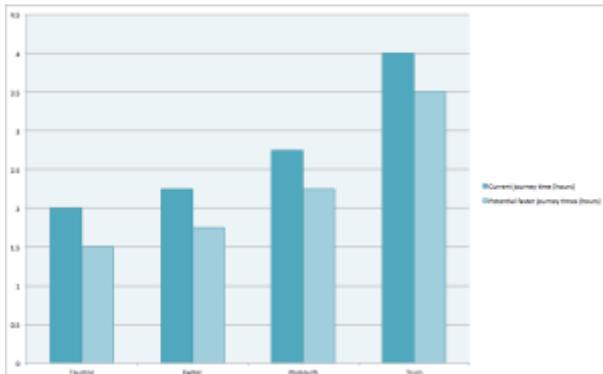
Creating a **resilient** railway, with **faster journey times** and enough **capacity** for passengers to travel in comfort, driven by economic and customer needs is the shared ambition of the Peninsula Rail Task Force, with our stakeholders. Why do we want this?

Steve Hindley, OBE, CBI etc. "All I want to do is get to London and back in a day. It's vital for business."

The rail service is pivotal to driving economic growth and we want to see a step change in journey times and customer experience.

Passenger focus research (2015) indicates the key passenger priorities in the South West to be:

	SW	UK
Journey Length	85%	83%
Frequency	79%	77%
Comfort	74%	72%
Room	74%	65%

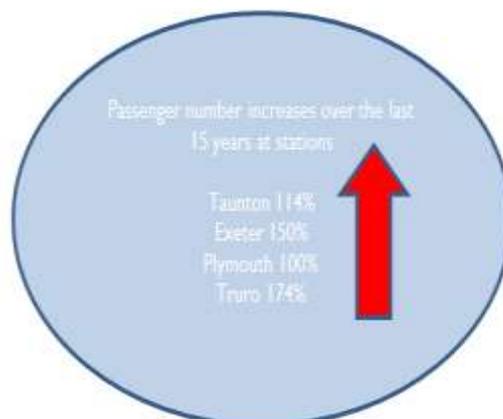


Infographic £1bn additional GVA for SW economy

Our communities want to be able to get to work, on time, every time getting value for their fare.
 Our employers want to be able to recruit, attracting the brightest and the best.
 We want investors to invest in the South West, because it's easy to get to and from.
 Our businesses want to access new markets, to get to London or Birmingham back in a day.

> Similar facts about resilience - in terms of output > Similar facts about capacity - consider infographic.

The benefits of providing an alternative route are assessed as £48m over 30 years



How will this be funded?

We recognise that the South West alone cannot achieve this transformation and it will take twenty years or more to manage. We also acknowledge that funding can come through many routes. Our LEPs are working with Government to achieve the proposals set out in their Strategic Economic Plans and through the £xm from the Growth Deals, we are investing in aspects of the rail network. Devolution offers potential for combined approaches with partners to deliver improvements. Local authorities have invested time and money since 2000, whilst the Train Operating Companies - Great Western Railway, South West Trains and Cross-country are working with us to develop and improve their services through new franchise arrangements; we are keen that this continues during the life of each franchise and there is flexibility to evolve to continue to meet regional needs.

PRTF has invested over
£68m in the railway across
the SW since 2000

Network Rail is pivotal to our plans - and working in our improvements into each new business cycle (Control Period) is underway. The support of the Department of Transport, the Treasury and the Department for Business Innovation and Skills are all key to taking forward our ambitions.

Creating public / private sector partnerships, private finance initiatives or other models with conditions attractive for investment will also be critical. Examples of this include:

- Selby to Hull electrification (public development, private funding)

What is required?

Scheme	Status	Rationale	Benefits
Resilience Coastal resilience (Dawlish / Teignmouth)	Awaiting Network Rail's report for best option.	Making the all parts of the rail line running along the coast fully resilience. Full and early funding for implementing Network Rail's plan will be required for a 20 year plan of works.	Continuity of service
Somerset Levels Main Line	Environment Agency, Somerset Rivers Authority and Somerset County Council are currently working together progressing through plans.	Improvements to the network will avoid a repeat of the flooding in 2014, providing resilience for local communities.	Continuity of
East of Exeter Diversionary route	Awaiting results from Network Rail's GRIP2 study.	Would provide an essential diversion route contributing to increase resilience and reliability.	Continuity of Service
Faster journey times Main line journey time improvements:	Part 1: Assesses what could be achieved in CP5	Improve connectivity to support growth of the South West economy and to maximise the return of investment of the new AT300 trains.	24% increase in seating capacity, faster journeys, better customer experience
	Part 2: Further line improvements that could be delivered in CP6/CP7	A positive business case exists for improving journey times to drive economic growth and deliver the service the customer wants and needs.	Faster journeys, more jobs, economic growth and reduced productivity gap.
	Part 3: Line improvements to meet PRTF journey time aspirations	Funding of a detailed study to identify what would be required	Faster journeys, more jobs, economic growth
Capacity Northern Route 2 nd line reinstatement (Exeter – Plymouth)	15.5 miles of reopened railway would provide a 53 mile 2 nd route (in addition to the 31 miles already in place and reinstatement of the 5.5 mile line between Bere Alston and Tavistock)	The route would end the reliance on one rail route in the South West. It would prove essential network resilience and reliability needed to cater for "normal / routine" disruption as well as severe weather incidents. It would also encourage more freight traffic and local connectivity would be improved across a large area including	Continuity of service, direct access to rail for N Devon, Freight opportunities

<p>East of Exeter 2nd strategic route to London (Yeovil to Salisbury capacity enhancements)</p>	<p>Improving the second rail link with London. Enhancement plan agreed with Wiltshire and Dorset Councils along with their LEPs.</p>	<p>North Cornwall and North and West Devon. Will deliver extra capacity and better frequencies east of Exeter and west of Salisbury, improve journey times, improve connectivity at Yeovil Junction with the Heart of Wessex Line, and allow for better services between Weymouth and London.</p>	<p>Faster journeys, more jobs, economic growth and reduced productivity gap.</p>
<p>DAL (Dawlish Avoiding Line) A new line between Exeter and Newton Abbot</p>	<p>Network Rail looked at a number of route options for the DAL in 2014.</p>	<p>The studies indicate that there will be a need for interventions c15 years before the industry plan identifies and an alternative from 2043 to meet capacity and for improving coastal resilience with forecasted</p>	<p>Continuity of service, delivery of capacity requirements to continue growth of region</p>

Consultation

Next Steps

Delivery: the economy is the scene-setter for all major decisions on investment in the South West Peninsula railway. Having identified the need for investment and the case for the individual elements of the 20 Year Plan, Establishment of a delivery group - PRTF (representing the whole peninsula, communities businesses and other organisations), government/ DfT, Network Rail and train operators – offers the best way to enable early adoption of Plan.

Franchises: The Chancellor announced in his Spending Review and Autumn Statement 2015 that DfT will work with the Peninsula Task Force and other local stakeholders in the South West to publish a report”. A second reference stated “DfT will report on creating a new rail franchise for Cornwall and Devon”.

Future franchise renewals around 2019/20 provide a real opportunity for driving a step change in economic growth, customer experience and service provision. The sequential infrastructure improvements set out in this 20 Year Plan will be compliment this. The key franchise focus must be the alignment of franchise aims and incentives with economic growth and the region’s contribution to UK PLC through the PRTF three aims.

PRTF will continue to work with its neighbours to ensure alignment across PRTF and neighbouring plans and priorities, including with:

- the West of England Partnership in the greater Bristol area and the Metro West scheme;
- Dorset and Wiltshire and their LEPs to take forward plans for improvement to the Exeter-Salisbury-Waterloo line;
- Wiltshire to press for a 2019/ 2020 Great Western franchise commitment to increase Paddington services to 2 trains an hour to provide hourly stops at Westbury with connecting services.

PRTF promotes the concept of “porous franchise boundaries” whereby operators are encouraged to operate, almost by default, beyond traditional franchise boundaries where track capacity and opportunities exist, to provide further benefit to the local economy.

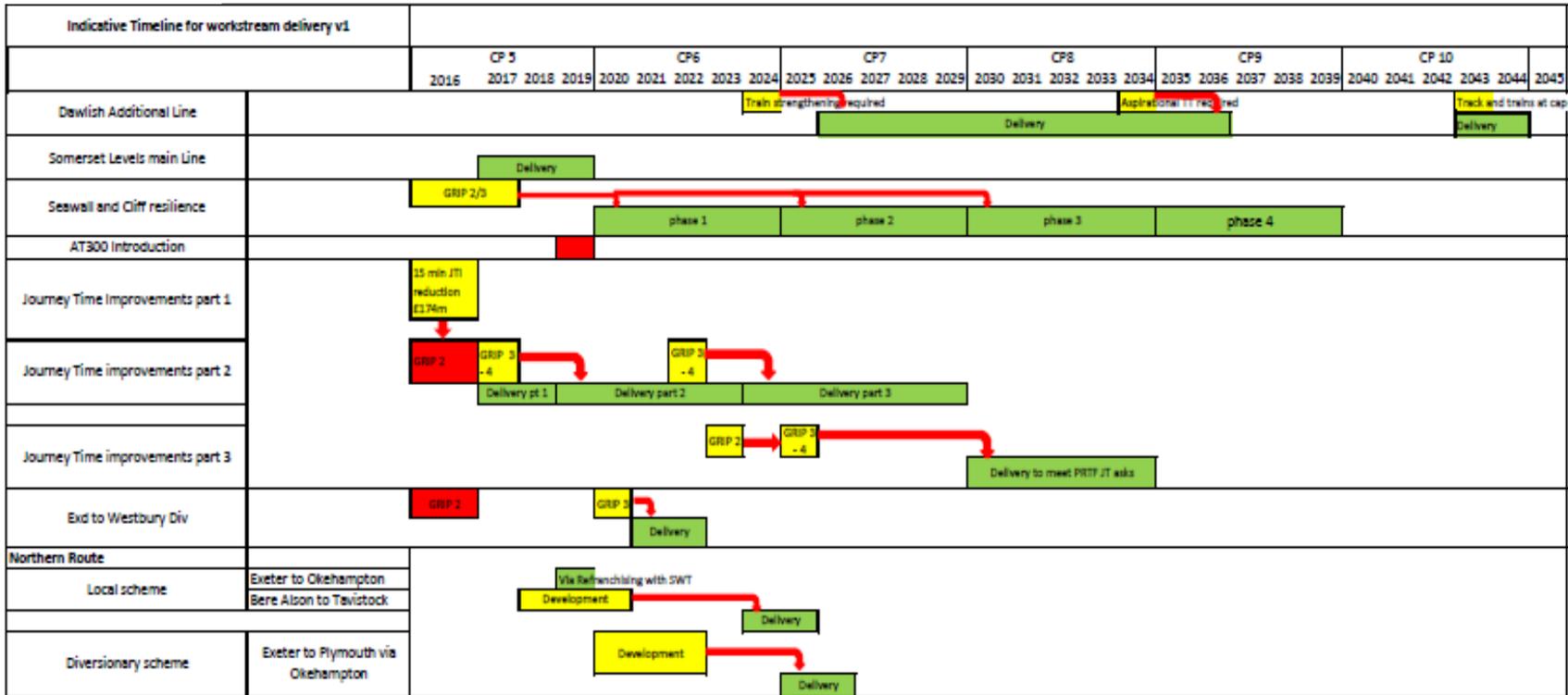
Appendices

What happens, when?

Programming the work is critical to this project. Each scheme is costly and a business case for each element will have to be made. We will need to consider the economic case for each aspect, where funding might be sourced, the timescales and how it might impact on other work planned for the area or network.

< We recognise that this is one of the most sensitive areas of the campaign. We have yet to finalise our work programme as it involves many partners, some work is still to come and there are many constraints - finance, planning, etc. We would also welcome your views on which schemes should be prioritised, accepting that many people will want to see their own schemes come first but that an investment case or other factors may influence their deployment.

Indicative timeline



Key	
Known	█
Suggested development	█
Suggested delivery	█



Back inside cover endorsements

Consultation Draft

Back Cover – More endorsements

List of partners etc.

Consultation Draft