

A reliable and efficient railway for the South West



PENINSULA RAIL TASK FORCE

PART OF THE PENINSULA TRANSPORT SUB-NATIONAL TRANSPORT BODY

In 2016 the Peninsula Rail Task Force (PRTF), at the Government's request, submitted a 20 year blueprint that set out priorities to ensure the South West has a rail network that is fit for purpose. The PRTF does not expect the railway to be transformed overnight, however, three years on, we are still waiting on commitments to many of our asks. We call on the Government to work with us, the franchise operators, and Network Rail to secure long term investment for the South West, as outlined in our blueprint, 'Closing the Gap'.

Key — Great Western Railway — Crosscountry — South Western Railway **Proposals:** ■ Location specific ● Line specific

Resilience and reliability

This continues to be the number one priority for rail investment in the Peninsula. Whilst good progress has been made by Network Rail on the Dawlish sea wall project, confirmation that the following projects will be delivered in Control Period 6 is still awaited:

- **Teignmouth to Parsons Tunnel section** of the resilience planned between Newton Abbot and Exeter **A**
- **Digitisation of the remaining semaphore signalling** on the Great Western mainline **B**
- **New passing loop on the Exeter to Waterloo line** at Whimble to improve the capacity and frequency of services on line the second strategic rail route between the Peninsula and London **C**

CrossCountry trains are unable to run along the sea front at Dawlish during storm conditions leading to service cancellations and delays. This needs to be addressed by:

- **Introduction of a more resilient train fleet** capable of operating along the mainline at Dawlish in storm conditions **O**

Reduced journey times and improved connectivity

The timetable changes in December 2019 will improve journey times and improve connectivity. This provides the opportunity to achieve additional benefits for customers by:

- **Increasing semi-fast services between Plymouth and Paddington** to make them hourly (December 2019 timetable is for one train every two hours, between Exeter and Paddington) **D**
- **Introducing a clock face timetable between Penzance and Plymouth** to integrate rail and bus services **E**
- **Introducing a regular service between Exeter and Okehampton** **F**

Capacity and comfort

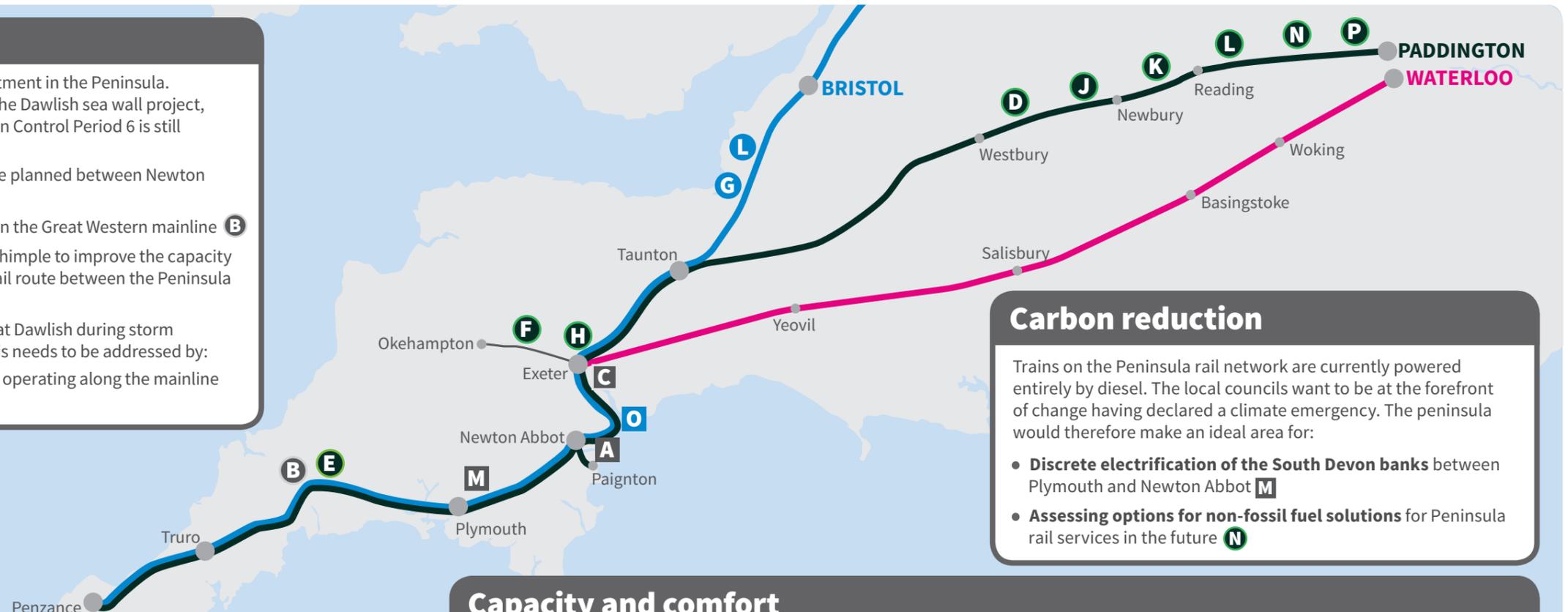
Whilst the new fleet of IET high speed trains has brought a major improvement in capacity on Great Western services, further improvements are required to improve the productivity of business users and journey experience for visitors and support the tourism industry.

- **Increase capacity on CrossCountry services** to address overcrowding and maintain passenger growth **G**
- **Ensure sufficient cascaded rolling stock is available** to replace remaining Pacer trains **H**
- **Provide additional sleeper berth capacity** by refurbishing redundant Scotrail vehicles recently acquired by GWR **J**
- **Provide continuous mobile and WiFi signal** between Penzance and Paddington and Taunton and Bristol **K**
- **Review catering provision on intercity trains** to improve the service provided to passengers **L** **L**
- **Continue programme of improvements at stations** to increase access to intercity train services and maintain passenger growth **P**

Carbon reduction

Trains on the Peninsula rail network are currently powered entirely by diesel. The local councils want to be at the forefront of change having declared a climate emergency. The peninsula would therefore make an ideal area for:

- **Discrete electrification of the South Devon banks** between Plymouth and Newton Abbot **M**
- **Assessing options for non-fossil fuel solutions** for Peninsula rail services in the future **N**



DELIVERY

Great Western Direct Award: 2020-2022

- Hourly semi-fast services between Plymouth and Paddington
- Clock face timetable between Penzance and Plymouth
- Introducing a regular passenger service between Exeter and Okehampton
- Ensure sufficient cascaded rolling stock is available to replace remaining Pacer trains
- Provide additional sleeper berth capacity
- Provide continuous mobile and WiFi signal
- Review catering provision on intercity trains
- Assessing options for non-fossil fuel solutions

CrossCountry Direct Award: 2020-2022

- Increase capacity on CrossCountry services
- Provide continuous mobile and WiFi signal
- Introducing a more resilient train fleet
- Review catering provision on intercity trains

Network Rail: Control period 6, 2019-2024

- Teignmouth to Parsons Tunnel section resilience project
- Digitisation of the remaining semaphore signalling on the GW mainline
- New passing loop on the Exeter to Waterloo line at Whimble
- Discrete electrification of the South Devon banks