

RAIL CONNECTIVITY BRIEFING

Transport - RAIL



Background

This briefing is to provide an update on the current position in relation to rail connectivity.

As members will be aware the 20 year report 'Close the Gap' – The South West Peninsula strategic rail blueprint was presented to Government on the 16th November 2016 in Westminster, by the Peninsula Rail Task Force (PRTF) representatives.

Update

Since the presentation of the report to Government the PRTF has been undertaking a number of activities which include:

- Working to complete and verify the sequencing chart of the improvements, a copy of which is attached in Appendix A.
- Providing consultation responses to various bodies including the National Infrastructure Commission on vulnerabilities of the infrastructure in the South West Peninsula and Cross Country Trains on revised service patterns that will double frequency between Bristol and Exeter but reduces the number of services between to Paignton.
- Continued to have dialogue with Network Rail and Great Western Railway on the 'Speed to the West' report that has been developed further. PRTF is looking forward to meeting with the parties to be briefed on the outcomes and how the rail industry sees any recommendations being taken forward.
- In February the PRTF met with Paul Maynard (Rail Minister) to discuss the 20 year plan and to put the case for investment in the railways in the South West. The Minister was keen to stress that the work undertaken in the PRTF report was high quality and extremely useful in setting out the priorities for rail in the South West. He pointed out that many of the schemes submitted for CP6 consideration mirrored those in the PRTF report and that the South West was still seen as a priority by Government.
- The PRTF continues to attend the All Party Parliamentary Working Group and support MP's.

Latest Position

The rail industry and government are currently in the process of working through the information from Network Rail and the many stakeholders on the enhancements that should be included within the Control Period 6 (2019-2024) determination for Network Rail. The pressure on the resources and funding that will be available should not be underestimated, and the delay and movement of work from CP5 into CP6 contained within the 'Hendy' report will not help the situation. In addition, the recent announcement by Network rail that it is cutting back on renewals, to save money, up until the end of CP5 (2019) will not help.

The determination for funding in CP6 is a defined and timebound process consisting of the following key dates;

- June 2017 - the Secretary of State proves the HLOS and SoFa to the Office of Road and Rail (ORR)
- December 2017 - Network Rail publishes its strategic plan
- June 2018 –The ORR consults on the draft determination
- Oct 2018 – The ORR publishes its final determination
- March 2019 – Network rail publishes its delivery plan

The latest position on each of the 3 elements is outlined below, with detail in Appendix B;

Resilience

- The Dawlish cliffs and seawall resilience studies being undertaken by Network Rail are funded to the end of CP5, and an initial proposal to build a new seawall and railway alignment between Parsons tunnel and Teignmouth. Diversionary route (Exeter to Castle Cary Via Yeovil) GRIP 3 level study was turned down by the DfT ‘Majors’ fund
- Flooding mitigation works continue as part of the £31.3m scheme.
 - Cowley culverts funded and planned for delivery summer 2017 and 2018
 - Investigation and scheme development work underway on removal of the weirs outside Cowley
 - Scheme developed at Hele and Brandninch to reduce flooding impact on railway

Journey Times

- The GWR funded journey time study ‘Speed to the West’ is nearing completion by NR. There have been a series of senior level meeting between NR and GWR on the potential outcomes and next steps. The PRTF awaits discussion with GWR on these outcomes.

Capacity and Comfort

- One of the key areas that the PRTF are looking at is the need to create a step change in the customer experience that includes usable wi-fi and mobile connectivity, modern facilities and the overall travel experience. Discussions have been held with the Department for Transport who advise that a new set of protocols are now included in new franchises that places the responsibility on the railway franchisee to lead improvements in WI-FI connectivity.

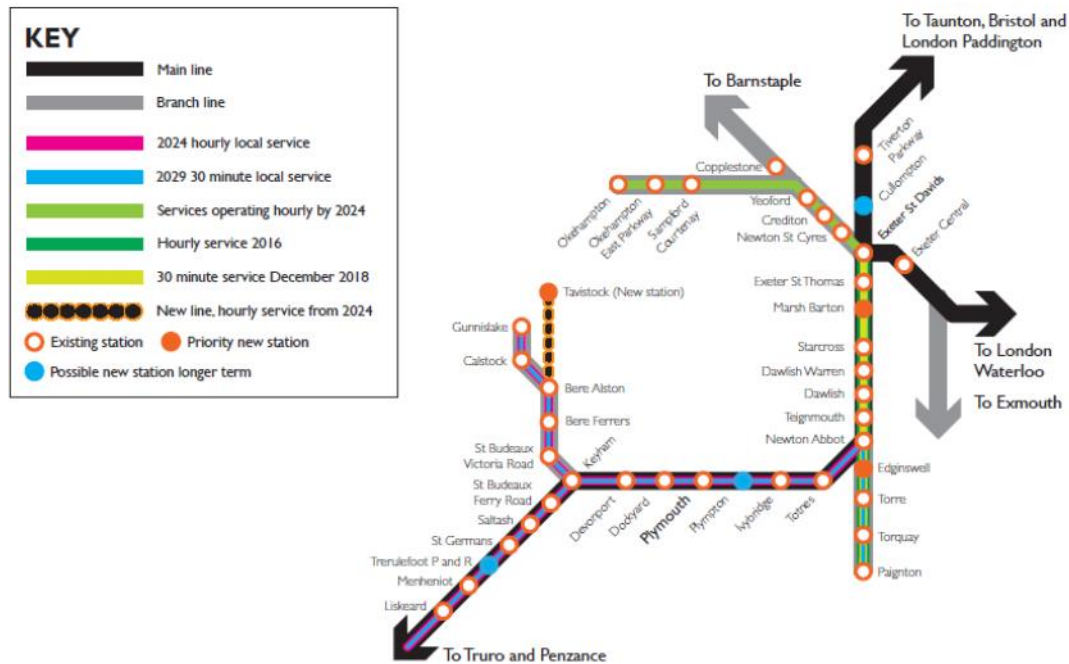
Franchise Renewal

The department for Transport have now appointed refranchising managers for both the GWR and CrossCountry franchise renewals that take place in 2020. Early engagement meetings will take place between May and July with key stakeholders to discuss their aspirations prior to the formal ‘public’ consultation periods that start in summer 2018. The franchise renewal teams have accepted an invite to the July PRTF Board meeting to discuss the PRTF aspirations.

Local Railway Schemes

As part of the Joint Local Plan, work has been undertaken to map out the potential future use of rail to support Plymouth. An initial draft Plymouth Metro framework has been established that includes the potential to open the line to Tavistock and to also undertake feasibility work into a new station in the Plymton area, along with increasing rail usage from Cornwall and Ivybridge, to reduce congestion.

PLYMOUTH METRO - LOCAL RAIL NETWORK



Discussions are underway with Devon County Council to amalgamate these plans into the wider 'Devon Metro' concept that is widely understood within the rail industry.

Closing the Gap: The South West Peninsula Strategic Rail Blueprint

3-Point Plan Priorities

Rail Resilience and Reliability
 Resilience of the rail network will be enhanced by 2020 with a minimum of 10% improvement in reliability for the rail network.

- Invest in critical infrastructure to improve resilience and reliability
- Improve resilience of the rail network
- Improve resilience of the rail network
- Improve resilience of the rail network

Reduced Journey Times and Improved Connectivity
 15% reduction in journey times and improved connectivity for the rail network.

- Improve connectivity between the rail network and other modes of transport
- Improve connectivity between the rail network and other modes of transport
- Improve connectivity between the rail network and other modes of transport

Capacity and Comfort
 15% increase in capacity and comfort for the rail network.

- Improve capacity and comfort for the rail network
- Improve capacity and comfort for the rail network
- Improve capacity and comfort for the rail network

National rail improvements

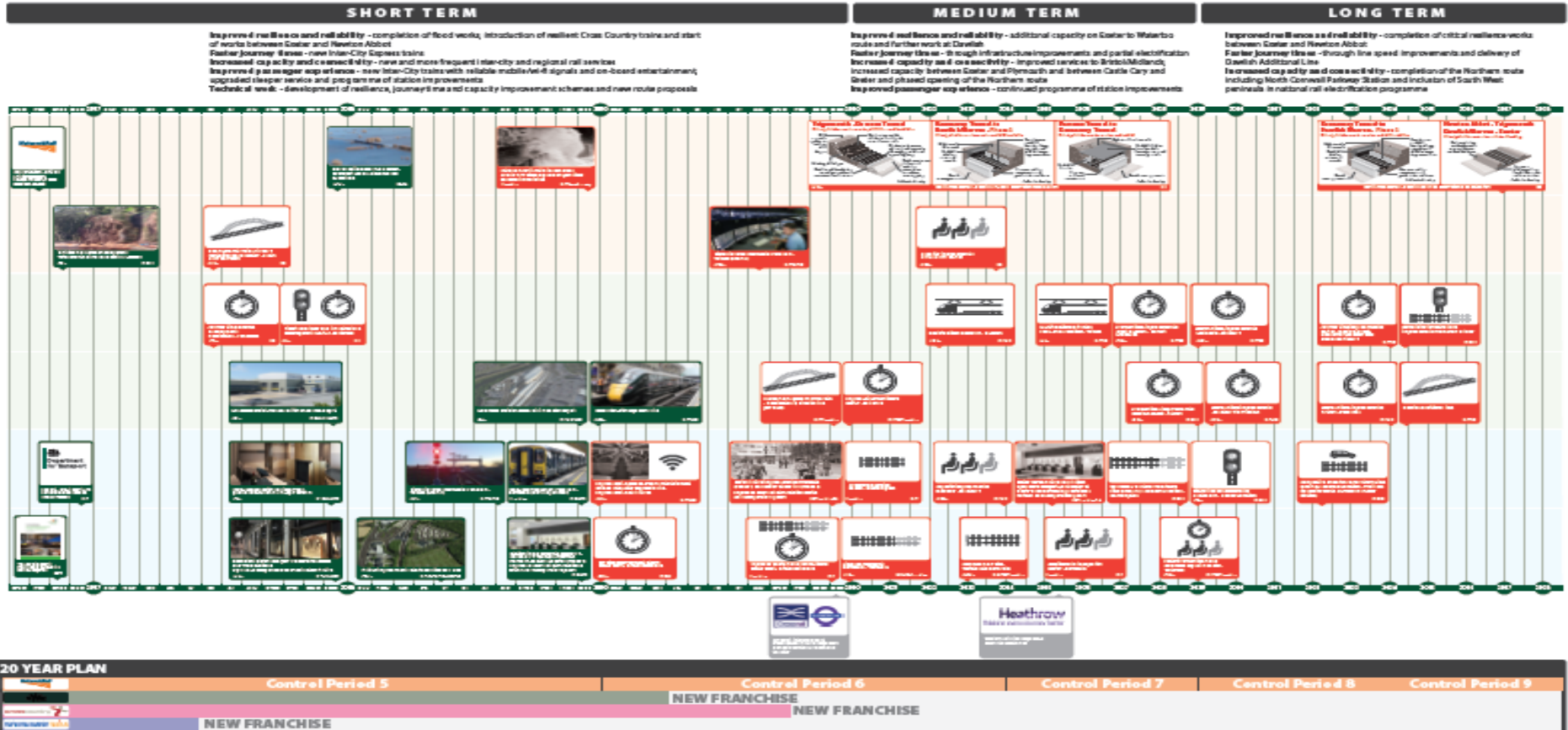
DELIVERING THE 20 YEAR PLAN

Network Rail
 Transport for London
 Heathrow
 Crossrail

Control Period 5 | **Control Period 6** | **Control Period 7** | **Control Period 8** | **Control Period 9**

NEW FRANCHISE | **NEW FRANCHISE**

Completed | **Not Completed**



Appendix B

Peninsula Rail Task Force strategic outputs and outcomes – Actions and Progress					
PRTF strategic outputs	Key Benefits	Lead	Progress	Actions Underway	Actions Required
Resilience - Short Term Strategy 2017-2019					
Teignmouth cliffs and Dawlish seawall resilience scheme development.	Allows continuation of improved resilience scheme and speeds up delivery within CP6.	NR	£15m funding provided to develop scheme until end of CP5	Development work underway for scheme	Finish scheme development and undertake consultation.
Commencement of the critical initial phase of Dawlish seawall and Teignmouth cliffs resilience scheme (Note see medium term for detail).	Commence the critical elements of a long term plan to improve resilience on the sea wall and cliffs.	NR	None	Proposed as part of CP 6 funding	Early funding in CP6 to continue work
Flood resilience works at Cowley, Somerset Levels and Hele & Bradninch.	Reduce the effect of flooding on the rail network and improve resilience leading to better reliability.	PRTF	Cowley Bridge – Culverts 2017 and 2018 funded Hele & Bradninch scheme identified but not funded	Cowley Bridge – Culverts 2017 and 2018 schemes developed and out to contractors. Exeter weirs scheme under development	Funding required for Hele and Bradninch and weirs
Cross Country Trains capable of operating along the seawall in all weathers.	Delivery of reliable services all year round.	DfT/ XC	None	Correspondence with XC	To be included in the new franchise new trains or alternative solution discussions with DfT.
Development of the Diversionary route- Exeter to Castle Cary, via Yeovil scheme to GRIP 3 on the diversionary route (DfT Large Major schemes Development Fund bid).	This work will identify the infrastructure requirements to accommodate diverted GWR trains between Exeter and Castle Cary during Somerset Levels flooding and maintenance work.	DCC	Declined for funding through DfT Large Majors scheme		To be included in the new franchise discussions with DfT.
Resilience - Medium Term Strategy 2019-2024					
Dawlish Resilience Plan- Construction of new sea wall and beach nourishment at Kennaway Tunnel and adjacent to Rockstone Footbridge, Central tunnels (rock shelters, drainage and meshing works), Dawlish cliff works (toe barrier and dentition), Teignmouth reclamation and cliff works, including new tunnel portal, throat and track realignment at Parson's Tunnel, new bridge at Smugglers Lane, and meshing and toe barrier at Slocums Bridge.	Continue the critical elements of essential of a long term plan to improve resilience on the sea wall and associated estuaries and reduce the likelihood of weather related disruption.	NR	None	Proposed as part of CP 6 funding	
Castle Cary to Exeter Capacity upgrade *, Additional double track sections on the routes between Castle Cary and Yeovil and Yeovil and Exeter St Davids.	Enables the provision of additional local services into Exeter under Devon Metro Phase 2 and improved reliability for long distance services by providing an enhanced diversionary route.	NR	None		To be included in the new franchise discussions with DfT.
Resilience - Medium Term Strategy 2024-2029					
Dawlish Resilience Plan - Central tunnels (rock shelters, drainage and meshing works), Dawlish cliff works (toe barrier and dentition), Teignmouth reclamation and cliff	Essential start of a long term plan to improve resilience on the sea wall and associated estuaries and reduce the likelihood of weather related disruption.	NR	None		Proposed as part of CP 7 funding

works, including new tunnel portal, throat and track realignment at Parson's Tunnel, new bridge at Smugglers Lane, and meshing and toe barrier at Slocums Bridge.					
Resilience – Long Term Strategy 2030+					
Dawlish Resilience Plan - Construction of new sea wall and beach nourishment at Dawlish beach and station, Construction of new rock revetment between Langstone Rock and Dawlish Warren, Construction of new embankment at Powderham Banks, Construction of steel sheet pile wall at Starcross.	Essential start of a long term plan to improve resilience on the sea wall and associated estuaries and reduce the likelihood of weather related disruption.	NR	None		Proposed as part of CP 8 & 9 funding
Journey Times - Short Term Strategy 2017-2019					
Development of the Paddington route infrastructure schemes with strong business cases from GRIP 2 to GRIP 3, covering Paddington to Penzance.	Clear scheme development and identification of benefits.	PRTF	Speed to the West Study undertaken, awaiting industry outcomes from report		To be included in the new franchise discussions with DfT.
Exeter-Waterloo timetable study and GRIP 3 infrastructure development for redoubling of track and passing loops between Salisbury and Yeovil.	Enables 2tph trains in both directions between Yeovil junction and Salisbury, significantly reducing journey times and upgrading capacity between Exeter and Waterloo.	DCC	Grip 2 study undertaken by NR.		DCC/LeP considering funding Grip 3
Intercity Express Trains introduction, sleeper upgrade and major frequency improvements supported by depot and station capability works.	Improved customer experience through new and upgraded trains and major station upgrades. Improved connectivity and capacity delivered through improved frequencies and longer trains. Reduced journey times Exeter 5 minutes, Plymouth/Paignton 6 minutes, Penzance 14 min.	PRTF/ CC/G WR	Sleeper upgrade underway	Sleeper upgrade underway New trains being built Exeter depot planning submission Revised TT Dec 2018	Journey times from Dec 2018 to be confirmed
2 direct trains per hour between London and stations west of Exeter, Major service improvements through hourly semi-fast services supported by electrification to Bedwyn and major capacity and linespeed improvements between Newbury and Westbury.	Revision of calling patterns to allow 1 train per hour fast and 1 semi fast to stations west of Exeter, reducing fast train journey time by 10 minutes.	PRTF/ PCC	None		To be included in the new franchise discussions with DfT.
Journey Times - Medium Term Strategy 2019-2024					
West of Great Bedwyn to North of Market Lavington (JT1 4)# Infrastructure enhancements.	Reduce journey times by 2 minutes.	PRTF	None		To be included in the new franchise discussions with DfT.
Selective electrification of Dainton bank#, Electrification of railway between Aller Jn and Totnes Improved journey times and improved reliability.	Reduce journey times by 1 minute.	PRTF	None		To be included in the new franchise discussions with DfT.
Journey Times - Medium Term Strategy 2024-2029					
West of Southcote to Kintbury (JT1 2)#, Infrastructure enhancements.	Reduce journey times by 2 minutes.	PRTF	None		To be included in the new franchise discussions with DfT.

West of Westbury to West of Taunton (JTI 6) #, Infrastructure enhancements.	Reduce journey times by 5 minutes.	PRTF	None		To be included in the new franchise discussions with DfT.
West Newton Abbot to Totnes (JTI 10) #, Infrastructure enhancements.	Reduce journey times by 4 minutes.	PRTF	None		To be included in the new franchise discussions with DfT.
Journey Times – Long Term Strategy 2030+					
Improvements between Exeter and Newton Abbot, Hungerford avoider and around Westbury (JTI 8/3/5) #, Infrastructure enhancements to raise line speed by 10 minutes.	Reduce journey times by 10 minutes.	PRTF	None		
Dawlish Additional Line, Provide alternative line to avoid Dawlish and reduce journey time to Plymouth and beyond.	Reduce journey times 5 minutes, improve resilience and provide additional network capacity.	PRTF	None		
Remaining infrastructure changes from GRIP 2 study JTI 1&7 #, Infrastructure enhancements.	Reduce journey times by 2 minutes.	PRTF	None		
Totnes to Penzance infrastructure changes from GRIP 2 study #, Infrastructure enhancements. Totnes to Plymouth linespeed upgrade *. New railway alignments on sections of extreme curvature.	Reduce journey times by 2 minutes.	PRTF	None		
Capacity and comfort – Short Term Strategy 2017-2019					
Improved customer experience facilities on trains and at stations including major Wi-Fi capability upgrade and on-board entertainment, as a minimum standard.	Allows business to be productive whilst travelling, and provides improved customer experience. Can be built into new trains for delivery.	PRTF	None, new Wi-Fi requirements from DfT are not written into extensions for GWR and XC	Discussions ongoing with GWR	
Cornish Mainline additional signals scheme.	Improved customer experience through deployment of air conditioned regional stock on mainline stopping services. Improved service frequency at stations throughout Cornwall through provision of additional local services to create 2tph service frequency.	CC	Scheme developed and funded	Phase 1 of the scheme is funded and on target to deliver the December 2018 requirements	
Development and enhancement of connections and services to the Midlands and Bristol.	Improved journey times and uplift in rolling stock and passenger experience to provide choice and increased regional connectivity.	SCC	None		To be included in the new franchise discussions with DfT.
Development of the Tavistock to Plymouth line to GRIP 3.	To allow continuation of the scheme development for delivery.	DCC	Studies undertaken	Requested funding as part of 20 year plan to deliver GRIP stage 3	To be included in the new franchise discussions with DfT.
Capacity and comfort - Medium Term Strategy 2019-2024					
Services running between Okehampton and Exeter and Plymouth to Tavistock	Passenger services restored, connecting market towns to major peninsula cities, delivering first phases of Northern Route reopening.	DCC	None		To be included in the new franchise discussions with DfT.
Replacement of Cross Country fleet with new bio mode trains that allow step change in service delivery and passenger experience.	Able to utilise the electrification currently provided on sections of routes, increase in capacity, allows 2 trains per hour Exeter to the peninsula, increases resilience to extreme weather.	PRTF	None		To be included in the new franchise discussions with DfT.

Improvement to the Cross Country services between Bristol and west of Exeter.	Timetable to deliver 2 trains per hour to meet passenger growth.	PRTF	None		To be included in the new franchise discussions with DfT.
Newbury to Westbury capacity upgrade ****, New and extended loops, including extended up/down reliefs in the Newbury area and a 4 th platform at Westbury.	Improves service reliability and enables the provision of frequency enhancements through capacity to accommodate additional passenger and freight in a reliable manner.	PRTF	None		To be included in the new franchise discussions with DfT.
Electrification to Bedwyn **, Electrification of railway between Newbury and Bedwyn.	Enables deployment of new electric trains between London and Bedwyn improving dwell times and releasing IETs for use on semi-fast services.	PRTF	None		To be included in the new franchise discussions with DfT.
Capacity and comfort - Medium Term Strategy 2024-2029					
Additional on train capacity to meet predicted growth between Exeter and Plymouth.	Improved capacity to meet predicted demand, improved customer experience.	PRTF	None		To be included in the new franchise discussions with DfT.
Castle Cary to Cogload junction capacity upgrade. Additional signal sections to increase capacity by reducing headways.	Improved service reliability and additional capacity.	PRTF	None		Need to understand if these are options for CP6 capacity improvements now that mid-life extension of signalling at Exeter
Dartmoor Northern Route Phase 1B †, Upgrade of the railway between Coleford Jn and Okehampton and additional double track between Cowley Bridge and Coleford Jn.	Enables increase in services to Okehampton and improved journey times on the Barnstaple line.	PRTF	None		To be included in the new franchise discussions with DfT.
Exeter to Waterloo line redoubling of track and passing loops between Salisbury and Yeovil.	Faster journey times to raise line speed by 36 minutes on 2nd strategic route, also delivering capacity enhancements.	PRTF	None		Need to understand what DfT have included in new First/MTR franchise
Capacity and comfort - Long Term Strategy 2030+					
Dartmoor Northern Route Phase 3, Completion of the northern route through a 90mph predominantly single track route between Coleford Jn and Tavistock including a North Cornwall Parkway station.	Provide passenger services to an area of poor accessibility and rural deprivation. Improves connectivity to northern Cornwall. Improves resilience through provision of a diversionary route.	PRTF	None		
Inclusion in the long term rail industry electrification programme to the South west peninsula, building on partial electrification that has taken place.	Improved resilience, performance benefits, fuel savings and environmental benefits.	PRTF	None		