



Evidence of Deliverability

Appendix I - Media Coverage

Nigel Harris Comment



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Tavistock's rail reinstatement plan could be a national blueprint

Blimey. What a hectic and polarised first three months to 2008! The year opened with the awful publicity of the Network Rail infrastructure engineering over-runs and ended with Eurostar announcing a fantastic 21% like-for-like surge in passengers to 2.17m compared with the same quarter last year, following the opening of St Pancras International and High Speed 1.

Then, after a week's leave in early April, I returned to my desk to find retiring Association of Train Operating Companies Director General George Muir's valedictory long look forward to the railways of 2057.

Interestingly, George considered the reinstatement of Beeching closures where changing demographics, developments and commuting patterns mean that railways cast aside 40 years ago could now have a viable future. One such route was the London & South Western Railway (later Southern Railway and later still Southern and then Western Region) main line to Plymouth. Whereas the Great Western main line headed roughly south from Exeter and followed the coast (via Dawlish and Teignmouth) the LSWR struck out north west to Coleford Junction, then headed west to Okehampton and thence south west to Tavistock and Bere Alton before running south to Plymouth.

In 1958, all lines west of Exeter were handed over to the Western Region and a combination of deep-rooted antipathy to the once-competing LSWR/SR combined with the arrival of Beeching to decimate the railways of mid and north Devon, while former GWR lines remained largely intact.

Allegedly, the LSWR double track main line via Okehampton closed because of the poor condition of Meldon Viaduct. But this closure also reveals the partisan thinking, which led to the retention of the admittedly beautiful but operationally vulnerable and very costly GWR coastal route.

Interestingly, George Muir cites this as a possible reinstatement, because on page 40 we explore exciting prospects for the £18.5m reopening of a 5.5-mile single track section from Bere Alton to Tavistock. It's part of a carefully-considered and clearly well-managed emerging partnership between Devon County Council, West Devon Borough Council and Kilbride Community Rail. KCR would build 750 houses which are needed in Tavistock, using profits to

reinstate the town's railway to Bere Alton. Such partnerships are not new – but they usually result in housing developments being permitted in exchange for the developer building a road by-pass. It's about time we found a way to crack this problem, because whilst the rapidly increasing need for more rail of all kinds is mind-blowingly obvious, we are appalling at providing it. That's not surprising, given how very expensive we've contrived to make looking after the rail we've already got, but it's no excuse to stop trying.

In the last issue, our man Wolmar penned a depressing column explaining why he believes that there's no chance of further High Speed rail construction in Britain – and that's not an unreasonable inference, given our record in providing new railways of any kind. Heavy rail additions in England have

...rapidly changing circumstances mean that routes like Lewes-Uckfield ... should return.

largely been incremental add-ons (chords and re-doublings, for example) although it's a different story in Scotland and Wales where German-style local governments have once again proved great for rail.

And look at our pathetic record on light rail! Wherever you go in the world, from shimmering, wealthy cities of stainless steel and glass, to ramshackle, third world towns, you'll nearly always find a tram, 'trolley', metro, subway or light rail network. But not here! Yet again, England pretends to be the only one 'in step', because our basket-case way of financing trams makes them well-nigh impossible to construct, as Liverpool 'rail tsar' Neil Scales has found to his cost. Wherever we have built trams, however, their users love them and they are now an essential and very 'green' part of economic and social life in their communities. Yet again, Scotland is setting the agenda and as well as reopening Stirling-Alloa and the northern section of the 'Waverley' route, is providing Edinburgh with a 21st century tramway.

We need to be sensible about it, of

course. There's no way that we could ever justify reinstating branches to Princetown, Uppingham or Coniston. There's little likelihood that towns like Stamford or Penrith can have trams. But rapidly changing economic and environmental circumstances mean that routes like Lewes-Uckfield, and Oxford-Cambridge should return and that missing links like Skipton-Colne should be cost-effectively restored. Cities like Peterborough, Leicester and Bristol will only be rescued from terminal congestion by likewise cost-effective light rail. At Tavistock, there's a real chance that rail will return, in a way that provides a pragmatic blueprint for financing reinstatements elsewhere.

On the LSWR main line, the eastern section from Coleford retained for stone traffic also serves as a community railway to Okehampton while the western end from Bere Alton may now return. Inevitably, some minds are focusing on filling the gap. Development in Tavistock and elsewhere mean that this will not be easy – but neither was it easy building Eurotunnel and its High Speed railway, reinventing St Pancras, getting the West Coast Main Line upgraded or (eventually) securing the go-ahead for Crossrail. Some folk thought they'd never happen, either.

I don't share Wolmar's pessimistic view that HS2 will never happen and I've no intention of launching a self-fulfilling prophecy. But what the industry must do if it is to grow its network in line with its growing business is organise and make the case. A property developer has emerged with its own rail investment company – Kilbride Community Rail. As Tavistock residents have argued – they're going to get hundreds of new houses anyway – why not get them in a way that reconnects them to the rail network?

Only this morning, I watched increasingly accident-prone Prime Minister Gordon Brown boasting of the three million homes he intends to see built. In Tavistock, 750 houses equate to 5.5 miles of rebuilt railway, at around £3.3m per mile. That works out at around 22,000 miles of railway, at the same 'rate of exchange'!

Let's try and ensure reinstated railways are part of the deal, wherever possible. The rail industry should really get organised and start lobbying and really making an argument.

It sounds like they could do worse than talk to Kilbride, too. **E**



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Housing demand boosts rail hope

The need for more housing in a Devon town could help reopen a railway line which closed 40 years ago.



Bere Alston: The end of the line for trains since 1968

The Drake line from Plymouth to Tavistock was closed off at Bere Alston in 1968, but now it could be reinstated without using taxpayers' money.

Tavistock is expected to accommodate 750 new homes, and a national rail organisation believes developers could be willing to pay for the railway.

An engineering survey last year found the track and all structures sound.

Supporters have said reopening the 5.5 mile (9km) truncated section would provide the town with a valuable link to Plymouth and beyond.

Reduced congestion

The estimated cost of reinstatement would be about £10m, but the Department for Transport said that that would have to be paid for by a levy on new housing to the west of the town.



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The infrastructure group, Kilbride Community Rail, said Tavistock provided an ideal opportunity to have new homes and a rail service.

"This is an excellent project and that's why we're willing to invest the time and money to develop the scheme in conjunction with the local community," spokesman Peter Frost told BBC News.




Last year a survey found the rail bed and structures were sound


"The rail service that, hopefully, will be provided at the end is something the local community wants."

Local councillors would also like to see the railway line reinstated, saying it could significantly reduce traffic congestion between Tavistock and Plymouth.

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Debate on restoring rail line

Tuesday, September 16, 2008, 14:18

A BID to restore the rail link between Bere Alston and Tavistock will be among the topics at a conference at the University of Plymouth on Friday.

Entitled Community Rail in Devon and Cornwall, it has been organised by the Devon and Cornwall Community Rail Partnership and the university's Centre for Sustainable Transport.

Speakers will include Peter Frost, managing director of Kilbride Community Rail, which is seeking to restore 5.5 miles of the Bere Alston-to- Tavistock branch line, including a new railway station, at an estimated cost of £18.5million.

The firm has put forward an application to West Devon Borough Council to restore the link, in exchange for permission for 750 houses.

Other speakers include Julian Crow, from First Great Western, and representatives of Devon and Cornwall county councils.

There will also be a presentation from University of Plymouth student volunteers who have given up their spare time to spruce up stations and clear an old canal lock which is sited on Network Rail land.

The conference, in the Roland Levinsky Building, will be an opportunity for the rail industry in Devon and Cornwall to showcase progress to experts from across the UK.

Richard Burningham, manager of the Devon and Cornwall Rail Partnership, said: "Devon and Cornwall have been at the vanguard of community rail over the last 20 years thanks to the positive relationships that have been developed between the rail industry, local authorities and many others in the two counties.

"The conference will be an opportunity to show what has been achieved and to promote best practice in the industry."

Coinciding with the conference are the National Community Rail Awards, which are being held at the Pavilions that evening, and the National Community Rail Festival, which is taking place on September 20 with a host of events at Plymouth station and around the Looe and Gunnislake branch lines.

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Press Releases

County Council welcomes move to re-open Bere Alston to Tavistock line

From Pam Newby, Exeter 383654, March 19,2008

DEVON County Council's Executive yesterday welcomed a £10million-plus proposal to reinstate the railway between Bere Alston and Tavistock.

Kilbride Properties Ltd has approached the County Council putting forward plans for a joint scheme to re-open the former railway and to provide a footpath and cycleway running parallel with the rail line.

Councillor Margaret Rogers, Devon County Council Executive Member for Environment, said: "We're welcoming the proposal though these are very early stages and there is a lot of work to be done to achieve the reinstatement of the line and creation of the cycle and pedestrian route. This is a move in the right direction in reducing carbon emissions and improving public transport."

The re-opening of the railway line and provision of a railway station at Tavistock are included in the adopted Structure Plan, Devon 2016, and the current West Devon Local Plan includes proposals for 250 homes next to the proposed railway station, south of the A390 Callington Road.

Councillor Roy Connelly, Devon County Councillor for Tavistock, said: "In principle I support the scheme but we need further evidence that the proposal will work for the local community. Local opinion and the views of the borough council must be taken into account during these early negotiations."

The principle of the County Council acquiring the former railway track bed between Bere Alston and Tavistock to create walking and cycling trails to access the Cornwall and West Devon Mining Landscape Heritage sites was approved by the Executive in October 2006.

Kilbride Properties is prepared to provide the funding for the necessary orders under the Transport and Work Act to reinstate the railway.

Notes for Editors:

Councillor Margaret Rogers, 01297 680384.

Councillor Roy Connelly, 01822 618063

Peter Frost, MD Kilbride Group, 01483 270150.

Next : 19/03/2008 Devon's Senior Council is now formally constituted

Previous : 19/03/2008 Roadside trees to be inspected in Teignbridge and East Devon

Press Release Archive

Devon provides "good community leadership and value for money" - The Audit Commission

Fact File

- Leader of the Council - **Cllr Brian Greenslade**
- Chief Executive -- **Phil Norrey**

- **Budget £800 million**
- Key investments include:
 - Schools £349 million
 - Adult and Community Services £164 million
 - Environment, Economy and Culture £106 million
 - Children and Young People £101 million

- **Other important County Council support includes:**
 - Building programme: £185 million for new schools, roads, care services, libraries and recycling centres

- **Political make-up:**
 - County Council seats: 62
 - 33 Liberal Democrat
 - 23 Conservative
 - 4 Labour
 - 2 Independent
 - Next County Council elections: May 7, 2009

- **Key stats:**
 - Population: 741,000
 - Schools: 365

- Pupils: 96,200
- Children looked after: 584
- Adults helped to live at home: 17,622
- Residential and nursing care: 4,212 adults
- Libraries and Mobile Libraries: 61
- Roads: 12,831 kms (7,973 miles)
- Bridges: 3,500
- Public Rights of Way: 4,960 kms (3,200 miles)
- Streetlights: 71,000
- Illuminated road signs: 10,917
- Recycling Centres: 20
- Recycling rate: 49.21%

Figures may be subject to change



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Appendix 2 - Calculation of Railway Noise

CALCULATION OF RAILWAY NOISE

(In accordance with "Calculation of Railway Noise 1995")

SOURCE LEVELS FOR TRAIN/SEGMENT

Track Section/Train Type:

Class 153 DMU @ 100 km/h

Vehicle Description	CI 153 EMU		Total train SEL
Baseline SEL	7	0	
Speed	100	0	
SELV	78.2	0	
No.Vehs	2	1	
Total SEL	81.2	0	
Track Correction	0		
Total SEL inc Corr	81.2	0	81.2
No.Trains per Day	32		
No.Trains per Night	0		
LAeq,18h @ 25m			48.2
LAeq,6h @ 25m			0

Track Section/Train Type:

Class 153 DMU @ 60 km/h

Vehicle Description			Total train SEL
Baseline SEL	7	0	
Speed	60	0	
SELV	73.8	0	
No.Vehs	2	1	
Total SEL	76.8	0	
Track Correction	0		
Total SEL inc Corr	76.8	0	76.8
No.Trains per Day	32		
No.Trains per Night	0		
LAeq,18h @ 25m			43.8
LAeq,6h @ 25m			0

