

Modernising the Exeter to Barnstaple Railway Line

Some concluding thoughts

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- **The early bird catches the worm**

- Schemes with developed business cases are best placed to apply for funding when a new Comprehensive Spending Review opens – NB Andrew's time-line – also known as 'early mover advantage'

- **There is huge competition for enhancement funding**

- There are large numbers of good rail schemes across the country, so anything which gives a scheme a competitive edge makes funding and implementation more likely

- **Why should smaller local authorities contribute to business case development?**

- Because it shows HMT/DfT that they **really** want and need the scheme
- Plenty would be content for a scheme to be implemented if somebody else pays for it all
- Even small contributions can make a difference and provide a competitive edge when seeking funding

- **The scheme is not just costly large-scale civil engineering and new trains**

- Other elements set out in the PSBC could potentially be funded outside the main Network Rail network enhancements process, including from non-rail funding in some cases
- Station car park EV charging, station ticket machines, PAYG ticketing, station wi-fi, improved wi-fi/mobile connectivity along the route, safer/better access to smaller stations, including improve car parking