

ACE Rail presentation

9.7.22

Atlantic Coast Exeter Railway

Presentation on behalf of Tarka Rail Association

Made for



Journey times



	Now	ACE Rail
Bideford	0	12
Barnstaple	14	8
Umberleigh	21	12
Eggesford	28	15
Crediton	12	8
Exeter St Davids	5	5
Exeter Central		
	<u>80</u>	<u>60</u>

- Modal shift to more sustainable transport means journey times competitive with road

Restoring Your Railway

Government's stated objectives

- The Department for Transport program works with councils to help support left-behind communities.
 - Supporting new housing developments and boosting tourism.
 - Opening up jobs & education
 - Investment targeted at regenerating local economies
 - Cut down on car emissions and ease local road congestion.
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Why Bideford?

- A 'Greater Bideford' resident population of over 30k, growing recently by 3k per decade, the largest shortfall in rail connectivity in all Devon.
 - That number doubles up to 60,000 people in the summertime!
 - Sustainable access for visitors
 - A & B Roads: often slow and unpredictable journeys whether by car or bus
 - In line with central government's Carbon Neutral targets
 - Access for all further and higher education students
 - Tremendous employment opportunities
 - Gives Torridge district and North Devon council leverage on location of new housing developments.
 - Fremington Parish has over 12,000 parishioners - enough to justify a railway station
 - local transport network now: congested, no realistic prospect of capacity growth
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Dear Sir or Madam,

Updated masterplan for new homes for Fremington submitted to North Devon Council

I am writing to you to let you know that [REDACTED] have submitted a revised masterplan for new open market and affordable homes for Fremington on a site north of [REDACTED]

Since we submitted our original proposals to North Devon Council in August last year, we have listened very carefully to the comments and suggestions received throughout the consultation process.

We have also submitted the proposals to an independent Design Review Panel who have given us further feedback to develop our new masterplan.

Significantly, the northern part of the site, some of which was previously to be retained for agricultural use, will now be dedicated to public open space as an amenity for the whole community to enjoy, alongside considerable improvements in the biodiversity of the site. The public open space alone will cover six hectares.

To address a lack of facilities for young people in the village we have, at the request of North Devon Council, incorporated a youth football pitch into the masterplan to the north of the new homes. This pitch will not have floodlighting due to the sensitive nature of the site. Two local play areas are also included.

In response to concerns from immediate neighbours we have revised the main access to the new homes development. An updated junction layout will also improve visibility for motorists.

The masterplan has been carefully considered to prioritise pedestrians and cyclists, providing direct, dedicated and attractive routes within the development, and to offer a direct link between the village and the Tarka Trail via a dedicated access.

In response to a request from the Highways Authority we have undertaken further highway survey work which shows that at the very most, additional traffic from the site at peak times will equate to no more than 81 vehicle movement an hour. This figure does not take into account working-from-home, the improved cycle facilities the proposals will bring, nor the travel plan designed to encourage residents to use their cars less frequently.

DCC Highways Traffic Assessment

Every large development has a TA

Some TA's say “Only 5% increase
to road traffic.

$$20 \times 5\% = 100\%$$

81 additional vehicles Per hour?

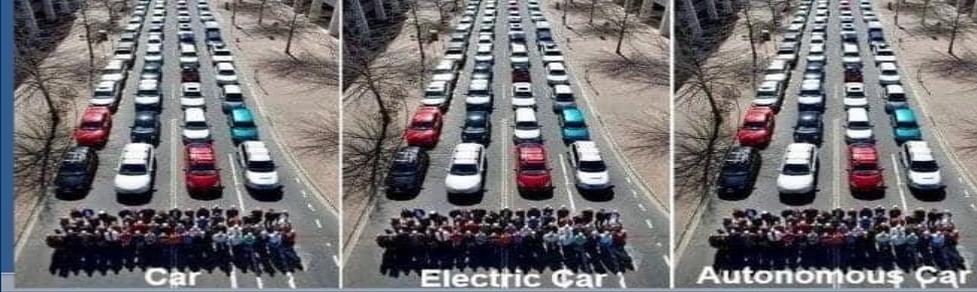
$$60 \text{ mins} \times 60 \text{ s} = 3,600 \text{ s}$$

$$3,600 \div 81 = 45$$

1 vehicle every 45 seconds!



Space Required To Transport 48 People



If you are in traffic



You are traffic

We Mean Green.
A single train
removes up
to 500 cars
off our roads.
Get on board.

~~500~~
Cars



Devon County Council's Bideford to Barnstaple railway safeguarding

- In 1999, DCC, TDC & NDDC paid a team to carry out a feasibility study (The Maunsell Report). The report stated that the Barnstaple A361 bypass was to be constructed with enough height clearance for a future railway.
- Report stated the route may become needed in the future.



Barnstaple bypass

The main line rail link from Barnstaple to Bideford



Defining and protecting a route – 2 ~ multi-modal sustainable transport choices co-existing in harmony

Granite Way, Okehampton



Exe trail, Exmouth



Bideford, the largest Town without a railway Station in the whole of Devon!

Bideford & Fremington, reliant on a passenger bus service

Journey times Unpredictable in reaching Barnstaple!

**Devon County Council's Local Transport Plan 3, 2011-26
the 28 market (19) and coastal (9) towns in Devon**

	Pop'n 2020	Station	Usage 2019/20
Market Towns			
Ashburton/Buckfastleigh	6867		
<u>Axminster</u>	<u>6896</u>	Y	<u>382,884</u>
<u>Barnstaple</u>	<u>32,948</u>	Y	<u>435,360</u>
Bideford	31,014		tbc
Cullompton	8495	(Y)	tbc
<u>Crediton</u>	<u>8322</u>	Y	<u>67,956</u>
Great Torrington	6053		
Holsworthy	3312		
<u>Honiton</u>	<u>11,499</u>	Y	<u>340,700</u>
<u>Ivybridge</u>	<u>11,820</u>	Y	<u>56,188</u>
Kingsteignton	11,551		
Moretonhamsstead	1388		
<u>Newton Abbot</u>	<u>27,187</u>	Y	<u>1,234,750</u>
<u>Okehampton</u>	<u>8831</u>	Y	<u>6,434</u>
Ottery St Mary	5764		
South Molton	5892		
Tavistock	12,627	(Y)	tbc
<u>Tiverton</u>	<u>20,829</u>	Y	<u>525,252</u>
<u>Totnes</u>	<u>8924</u>	Y	<u>743,212</u>
Coastal Towns			
Dartmouth	4906		
<u>Dawlish</u>	<u>13,493</u>	Y	<u>533,116</u>
<u>Exmouth</u>	<u>35,825</u>	Y	<u>924,758</u>
Ilfracombe	10,960		
Kingsbridge	6123		
Lynton/Lynmouth	2039		
Seaton	8882		
Sidmouth	13,121		
<u>Teignmouth</u>	<u>15,688</u>	Y	<u>706,234</u>

tbc = towns with proposed stations in varying stages of development:

(Y) = stations funded for further project development;

Bideford not yet funded for project development.

Usage is for pre-pandemic 12 months Mar'19-Feb'20.

Tarka Line

Stations & approx populations

Station usage 2019-2020

Exeter St Davids	133,333	2,676,464
Newton St Cyres	672	2,684
Crediton	8,322	66,606
Yeoford	1,324	17,236
Copplestone	1,278	19,438
Morchard Road	1,291	14,642
Lapford	1047	2,078
Eggesford	145	32,228
Kings Nympton	413	6,098
Portsmouth Arms	514	502
Umberleigh	1,191	32,302
Chapelton	300	192
Barnstaple	32,948	424,822

ACE Rail

Area	Population	
• Exeter	133,333	• GWR has agreements to always stop at all Tarka Line stations, to serve their catchment areas.
• Crediton	8,322	
• Eggesford	145	• Transport hub serving Chulmleigh, Winkleigh, Chawleigh
• Umberleigh	1,191	• Transport hub serving South Molton, Great Torrington, High Bickington
• Barnstaple	32,948	
• Greater Bideford	31,014	• The catchment area would be massive!

Torrige, ranked as in the lowest 4% of GDP per capita in the whole of the UK!

A restored railway service would bring economic prosperity for the entire area.

Bideford residents would gain (much needed) employment opportunities without the need to own a private vehicle.

Gross domestic product per head by Devon's 10 District & Unitary Councils, 2019

Districts, alphabetical

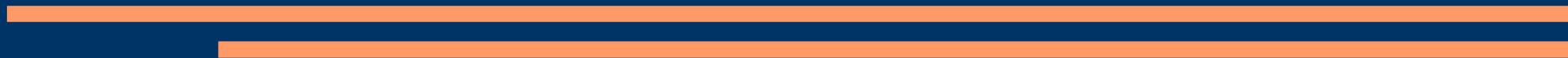
Districts, numeric + national rank of 375 UK LAs

<u>UK</u>	<u>£32,876</u>	Exeter	£47,259	35
<u>England</u>	<u>£33,809</u>	<u>England</u>	<u>£33,809</u>	[92]
<u>South West</u>	<u>£29,147</u>	<u>UK</u>	<u>£32,876</u>	[105]
<u>Devon CC</u>	<u>£24,403</u>	<u>South West</u>	<u>£29,147</u>	[149]
East Devon	£22,480	South Hams	£27,025	177
Exeter	£47,259	<u>North Devon</u>	<u>£26,765</u>	<u>183</u>
Mid-Devon	£20,429	Plymouth	£25,236	223
North Devon	£26,765	<u>Devon CC</u>	<u>£24,403</u>	[241]
Plymouth	£25,236	East Devon	£22,480	278
South Hams	£27,025	Teignbridge	£22,044	286
Teignbridge	£22,044	Mid-Devon	£20,429	313
Torbay	£17,671	Torbay	£17,671	358
Torrige	£17,493	West Devon	£17,631	360
West Devon	£17,631	<u>Torrige</u>	<u>£17,493</u>	<u>362</u>

North Devon ranked in lowest 15%

Torrige ranked in the Lowest 5%!

Districts Alphabetical	Weekly wages		Districts	Weekly wages	National rank out of 362 GB LAs
East Devon	£574.90		Exeter	£597	146
Exeter	£596.80		East Devon	£575	189
Mid-Devon	£565.8		Mid- Devon	£566	214
North Devon	£527.00		South Hams	£564	221
Plymouth	£542.40		Plymouth	£542	274
South Hams	£563.70		Torbay	£529	303
Teignbridge	£522.60		North Devon	£527	306
Torbay	£528.70		Teignbridge	£523	313
Torrige	£485.70		Torrige	£486	355
West Devon	£464.70		West Devon	£465	359



Housing affordability in North Devon 15% worse than average for England, putting North Devon in upper 40% of least affordable districts in England.

A new railway service will at least help make those new homes more sustainable for some of their travel needs.

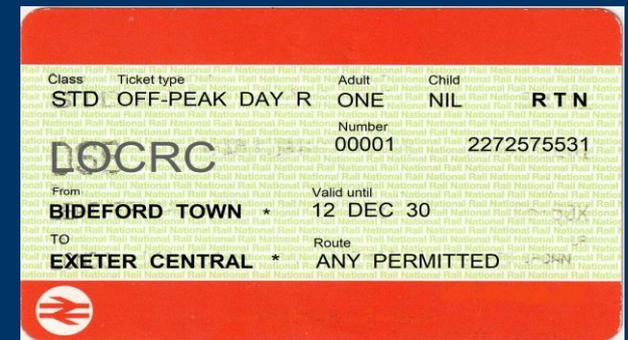
Housing affordability in Devon's 10 District & Unitary Councils, March 2021

Ratio of median house prices to median workplace-based annual earnings by LA district, England and Wales, 2021

Devon Districts, alphabetical		Districts, numeric + national rank of 331 LAs in England & Wales		
East Devon	10.88	South Hams	12.56	62
Exeter	9.22	West Devon	11.96	77
Mid-Devon	9.29	Teignbridge	11.4	91
North Devon	10.46	East Devon	10.88	104
Plymouth	7.27	North Devon	10.46	121
South Hams	12.56	Torrige	10.34	128
Teignbridge	11.4	Mid-Devon	9.29	162
Torbay	8.9	Exeter	9.22	166
Torrige	10.34	ENGLAND	9.1	170
West Devon	11.96	Torbay	8.9	180
ENGLAND	9.1	Plymouth	7.27	230

Of historic Devon County's 10 LAs, 8 have housing which is **less** affordable than the English average
Divergence in house prices compared to earnings in local authorities are becoming larger over time

Source: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/2021>



Devon & Cornwall Railcard 30% off ticket fares

Barnstaple	single	return	Railcard	single	return
Chapelton	£2.00	£3.60		£1.30	£2.35
Umberleigh	£2.40	£4.80		£1.55	£3.15

Barnstaple	Single	return	Railcard	single	return
Fremington	£2.00	£3.60		£1.30	£2.35
Bideford	£2.40	£4.80		£1.55	£3.15

*Pricing correct 8.7.2022



people and place
Planning for our future together

- People and Place' project, the new joint Local Plan
 - 1. North Devon Council and Torrington District Council now support the Bideford railway and await the initial business case findings.
 - 2. As well as a new rail link, where will the line run?
For Bideford to re-join the national rail network, the new joint Local Plan for Torrington and North Devon needs to have a policy commitment to define and protect a route.
 - 3. It will then become a matter for future public and stakeholder consultations, and can gather more widespread support.

Next steps

- We are securing funding for an independent specialist advisor to produce an initial business case for the project.
 - Railfuture and Tarka Rail Association have now part funded the report. In addition, TRA have applied to GWR's community fund for additional support.
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Thank you for listening

ACE Rail is a campaign of Tarka Rail Association,

Supported by North Devon &

Torrige District Councils,

Bideford Town Council & Tawstock parish
Councils,

North Devon & Torrige MPs

Devon County's lead on transport

OkeRail & Railfuture

Presentation by Tim Steer

Tarka Rail Association Committee and ACE Rail lead

Director of Bideford Railway Heritage Centre
