



3<sup>rd</sup> April 2022

## Proposals to define an initial business case for a Bideford-Barnstaple-Exeter fast rail link

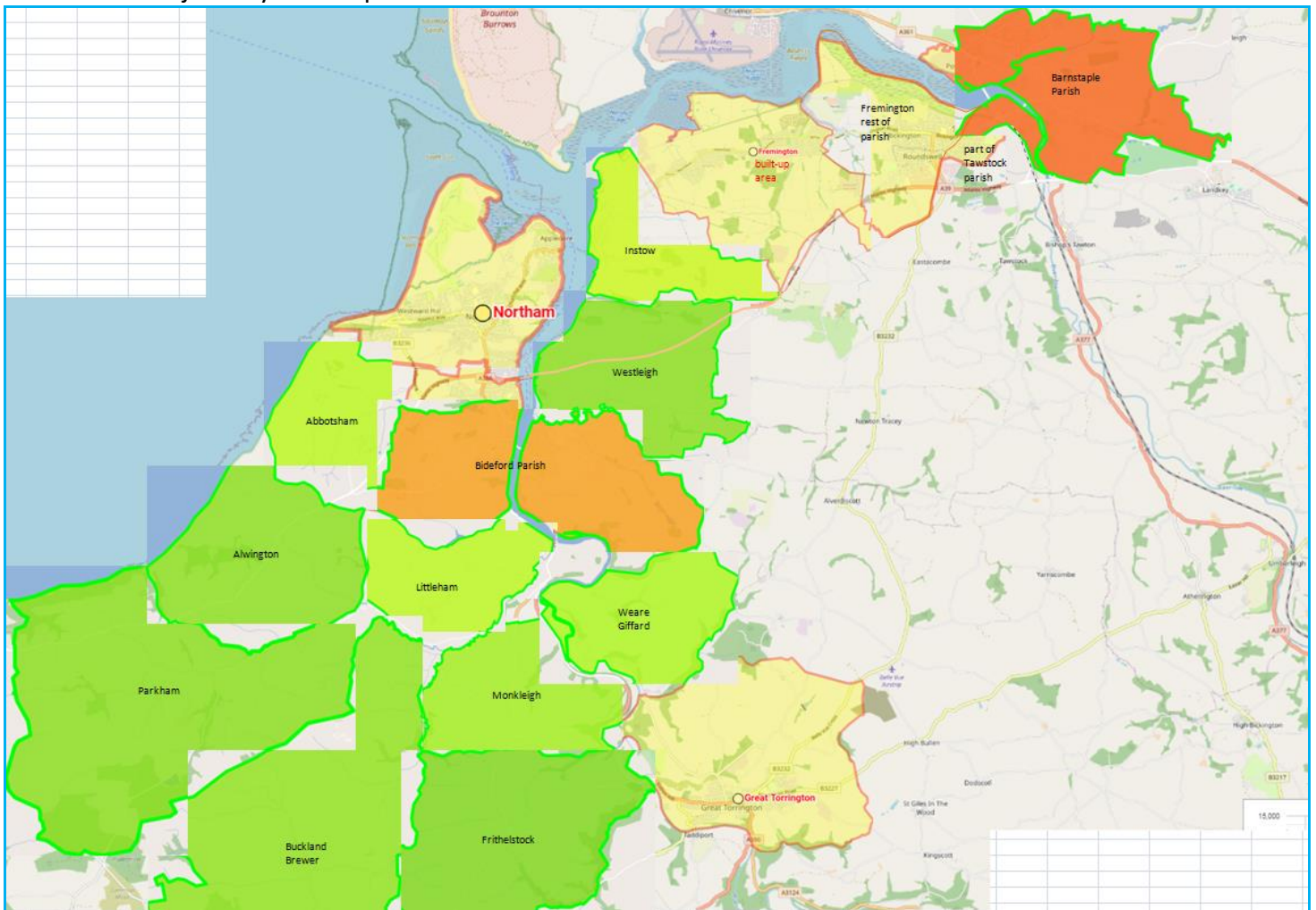
### Contents

<b>Background.....</b>	<b>1</b>
<b>ACE Rail campaign, and request for an initial business case .....</b>	<b>4</b>
<b>Context of work to be done.....</b>	<b>4</b>
<b>Towards a Strategic Outline Business Case .....</b>	<b>5</b>
Anonymised SOBC example pre-Covid.....	6
<b>Pre-SOBC work.....</b>	<b>6</b>
<b>Initial business case deliverables .....</b>	<b>7</b>
Summary strategic case.....	8
Alignment options .....	9
Travel demand, capital and operating costs, and outline benefits.....	10
<b>JRC engagement and costed proposals .....</b>	<b>10</b>
<b>Annex: rail usage in Devon and districts 2001/02 to 2019/20.....</b>	<b>11</b>

### Background

- Jonathan Roberts Consulting (JRC) is a transport project consultancy established in 2009. JRC has undertaken multiple railway assessment and demand modelling projects, for national bodies, local authorities, and business clients. Current projects include:
  - Homes England and Maidstone District Council: case for a new station to serve a 5,000 home sustainable garden community in Kent;
  - Railfuture: assessment of the potential for rail in East Anglia over the next 30 years, as the region grows its population and economy, and heads towards greater sustainability for living and travel;
  - Ridge & Partners: business case for a new station to serve a new sustainable community near Oxford;
  - Seven development partners: Rail crossings and rights of way topics for 10,000 home New Settlement centred on Worcestershire Parkway station, in liaison with local planning authorities and Network Rail.Previous clients and assignments are listed on the JRC website: [www.jrc.org.uk](http://www.jrc.org.uk)
- JRC undertook a scoping project during the 2020 lockdown period, into ‘Restoring Your Railway’ schemes in Devon. Included in scope was the possibility of line reopening or a new alignment, between Barnstaple and Bideford. Allied to a significant upgrade of the Tarka Line between Exeter and Barnstaple, JRC judged that a direct rail service to Bideford could achieve fast journey times of one hour or less, between a ‘Greater Bideford’ catchment and the regional centre of Exeter. The whole of the Barnstaple catchment and railhead would also gain, with times of ~45-50 minutes to Central Exeter and ~10-12 minutes to Bideford. The original JRC Devon report was published [here](#).

3. There would be ‘game-changing’ economic and population growth opportunities for North Devon and Torridge Districts. ‘Greater Bideford’ includes Great Torrington, Northam, Appledore, Westward Ho!, and expanding communities in North Devon at Instow and Fremington. It is a fast-growing population catchment now in excess of 50,000 people in winter and over 80,000 in summer.
4. ‘Greater Bideford’ is the largest single agglomeration of population in Devon not served by rail. Many people rely on access to Exeter as the regional centre, including its further education centres and University, and the business parks in the Exeter urban area. The county’s continuing expansion of Devon Metro creates a strong base for further rail development, while during Covid the Tarka Line has seen encouraging travel resilience.
5. The population mapping and tables below are underpinned by continued expectations of local population growth. The combined catchment of Greater Bideford with many Torridge parishes, and the Barnstaple and North Devon coast, is over 120,000 people who would benefit from new and improved rail accessibility and connectivity, and journey times up to 20 minutes faster.



Urban areas and parishes within a ‘Greater Bideford’ rail catchment

6. Greater Bideford catchment population, and at intermediate parishes towards Barnstaple:

Bideford and Barnstaple catchments	Area	Census 2001	Census 2011	Census 2021
<b>Greater Bideford</b>	(BUA = Built Up Area)			
Bideford	Parish	14,405	16,610	18,454
Northam Parish within Bideford BUA	pt Parish	1,415	1,419	1,619
Northam incl Appledore, Westward ho!	BUA	10,190	10,643	10,941
Abbotsham	Parish	434	489	493
Alwington	Parish	381	400	367
Buckland Brewer	Parish	777	794	901
Friithelstock	Parish	366	353	409
Great Torrington	BUA/Parish	5,279	5,714	6,053
Littleham	Parish	464	446	489
Monkleigh	Parish	399	379	428
Parkham	Parish	742	800	808
Weare Giffard	Parish	354	345	390
Westleigh	Parish	328	308	326
<b>Sub total</b>		<b>35,534</b>	<b>38,700</b>	<b>41,678</b>
<b>Intermediate catchment</b>				
Instow	Parish	786	706	618
Fremington	BUA	3,293	4,310	5,094
Fremington rest of parish (closer to Barnstaple)	pt Parish	6,451	6,219	7,150
<b>NB more housing schemes planned in catchment</b>		<b>?</b>	<b>?</b>	<b>?</b>
<b>Sub total</b>		<b>10,530</b>	<b>11,235</b>	<b>12,862</b>
<b>Combined pop. with scope for direct line and railheads:</b>		<b>46,064</b>	<b>49,935</b>	<b>54,540</b>

7. Barnstaple and northwards population, and Combined catchments population:

<b>Barnstaple and northern catchment</b>				
Barnstaple (excl. rest of Fremington parish)	Parish	22,508	24,033	24,404
Tawstock (includes part of Barnstaple BUA)	Parish	2,093	2,105	2,602
Ashford	Parish	273	267	333
Berrynarbor	Parish	749	802	799
Bishops Tawton	Parish	1,176	1,256	1,176
Bratton Fleming	Parish	942	1,069	1,078
Braunton	Parish	7,510	8,128	8,272
Challacombe	Parish	130	141	147
Combe Martin	Parish	2,650	2,687	2,619
East Down	Parish	209	222	230
Georgeham	Parish	1,487	1,440	1,350
Goodleigh	Parish	423	450	391
Heanton Punchardon	Parish	1,812	2,406	2,712
Horwood, Lovacott & Newton Tracey	Parish	449	487	483
Ilfracombe	Parish	10,840	11,509	11,318
Kentisbury	Parish	266	299	332
Landkey	Parish	1,801	1,955	2,258
Loxhore	Parish	251	304	290
Lynton and Lynmouth	Parish	1,513	1,441	1,405
Martinhoe	Parish	146	159	147
Marwood	Parish	807	801	915
Mortehoe	Parish	1,506	1,637	1,463
Parracombe	Parish	294	293	299
Pilton West	Parish	141	153	237
Shirwell	Parish	333	404	444
Stoke Rivers	Parish	156	153	153
Swimbridge	Parish	924	1,005	1,035
West Down	Parish	620	671	731
<b>Sub total</b>		<b>62,009</b>	<b>66,277</b>	<b>67,623</b>
NB: The following North Devon parishes have no associated population in published statistics:				
Arlington, Bittadon, Trentishoe				
<b>TOTAL Parish / Built-Up area population</b>		<b>108,073</b>	<b>116,212</b>	<b>122,163</b>

8. It can be observed that there is a strong population stimulus to provide a rail service for Greater Bideford. The combined population in the accessible Torridge and North Devon catchments also creates a powerful basis for substantial rail and service improvements along the Tarka Line corridor – giving many wider benefits throughout the catchment.
9. So there is scope for fast and more frequent rail services to Barnstaple, as well as placing Bideford on a high quality, public transport corridor. **The next objective is to make an initial business case for these elements.** Subsequently it will be necessary to plan for a full rail bid to be validated by the rail industry and the Department for Transport and HM Treasury, which would be equivalent to a Strategic Outline Business Case (SOBC).

### **ACE Rail campaign, and request for an initial business case**

10. Since 2021, Fremington parish councillor Tim Steer has led a locally-based campaign aimed at the objectives of re-connecting the Bideford economy and population to rail, and securing improvements to the Tarka Line.
11. The campaign is called ACE Rail. It is underpinned by Bideford Town Council, and has the backing of the Tarka Rail Association (the existing line's user group), elected members of North Devon and Torridge District Councils and stakeholders such as the Railfuture national rail development campaign. Devon County Council's Cabinet Member for Transport (and an NDDC member), Andrea Davis, has asked for proposals to be developed, to enable a start to be made on working up a business case.
12. Tim Steer on 13 March 2022 formally asked JRC to develop a costed proposal for a prospectus for ACE Rail, as a basis for an initial business case. JRC was asked to include specification of outline deliverables for this initial piece of work. The rest of this note responds to the request from Tim Steer.

### **Context of work to be done**

13. There is an extensive process to secure project validation, and authorisation, of any type of rail scheme – the more so for a new or reopened railway. This because of multiple factors, including poor management of some previous rail schemes having caused more stringent government rules for future rail enhancement projects:
  - Scheme justification to be validated against other travel options and the scale of wider community benefits achieved.
  - Cost of interventions in the existing railway (and also potentially long timescales).
  - Scale of resource and financial commitment required by various parties, including the rail industry and a potential need for governmental funding.
  - Operability, impact on existing rail services, forecast net fares revenue, and other revenues and net costs.
  - Project construction and financial management foreseen by the initiating parties.

## Towards a Strategic Outline Business Case

14. It helps to understand what a Strategic Outline Business Case is, and how it fits in to the present departmental phasing of project development and prioritisation.
15. The Department for Transport has a five-stage check list for proposed enhancements to the rail network – the Rail Network Enhancements Pipeline ([RNEP](#)). Depending on the level of detail and analysis that each new scheme has reached, projects are placed in either a *Determine* or *Develop* stage – one of the first two sequences.



16. What is effectively a new railway is at the first stage – Determine – as it has yet to pass the test that the Department and the rail industry support its Development, instead of relying on existing (or modified existing) railheads such as Barnstaple and Umlerleigh.
17. An SOBC is a combination of strategic, economic and technical assessments, accepted by the Department and rail industry as meeting the Treasury Green Book requirements for ‘narrow’ project benefit/cost assessment. The strategic case is increasingly important post-Covid to provide a clear context for why a project is significant at a policy and national/regional economic growth level:
- See for example parliamentary Transport Select Committee oral evidence on 17<sup>th</sup> March 2021, and the JRC summary of that evidence, as reported in Rail Freight Group News no. [148](#) pp.15-17:- <https://committees.parliament.uk/oralevidence/1906/pdf/> and look at part 2.)
18. There are numerous quantitative and qualitative elements within an SOBC, and an example table of contents is attached below. The final version of that SOBC ran to well over 100 pages, and considerably over £50,000. There is a lot of merit in keeping the summary outputs from an SOBC simple to read and understand, and to put most of the technical work into assimilable individual supplements. An SOBC is, after all, supposed to be strategic!
19. As a multi-disciplinary exercise, SOBCs are time-consuming and costly. The more that one can keep work to bite-sized chunks and outside a multi-option assessment, the quicker the output and the lower the cost.
20. So it is desirable to undertake early specific assessments ahead of an SOBC framework, since they have to be done regardless, and then head towards an SOBC by drilling down efficiently to two principal options for detailed dissection – plus, to be anticipated, at least one ‘non-rail’ option.

## Anonymised SOBC example pre-Covid

Example of SOBC	
<b>0 Executive Summary</b>	3.7 Results
0.1 Introduction	3.8 Summary and next steps
0.2 Strategic Case	
0.3 Economic Case	<b>4 Commercial Case</b>
0.4 Commercial Case	4.1 Introduction
0.5 Financial Case	4.2 Procurement Strategy
0.6 Management Case	4.3 Project funding
0.7 Recommendations	4.4 Contractuals – construction
	4.5 Contractuals – train services
<b>1 Introduction</b>	4.6 Risk management and mitigation
1.1 Purpose of this report	4.7 Summary and next steps
1.2 Key timescales	
1.3 Report structure	<b>5 Financial Case</b>
	5.1 Introduction
<b>2 Strategic Case</b>	5.2 Project costs
2.1 Introduction	5.3 Funding arrangements
2.2 Strategic context	5.4 Cost estimation and validation
2.3 Case for intervention	5.5 Summary and next steps
2.4 Summary and next steps	
	<b>6 Management Case</b>
<b>3 Economic Case</b>	6.1 Introduction
3.1 Introduction	6.2 Management structure
3.2 Options identification	6.3 Programme plan
3.3 Key inputs and assumptions	6.4 Project oversight and governance
3.4 Long list options appraisal	6.5 Summary and next steps
3.5 Economic costs	
3.6 Economic benefits	<b>Appendix – Project Delivery Plan</b>

## Pre-SOBC work

21. Before an SOBC, an initial Business Case should be developed which looks at elemental matters such as:

- A summary strategic case – an abbreviated version of section 2 above.
- Alignment options – to see that it is feasible to put a new railway into the locality.
- Overview of demand and principal capital and operating costs, along with headlines of foreseeable economic, environmental and sustainability benefits – these elements begin the economic case (section 3 above).

22. We need these to be able to demonstrate that there is a core business case which justifies more work on it – though the gross population case looks pretty strong already. The scale of work is of course larger in the case of a line proposal rather than one just for a station.

23. For Greater Bideford, there is also a major engineering requirement, to understand how much can be done, affordably / realistically, over what timescales, to accelerate a service between Exeter (Central not just St Davids) and Barnstaple, given the line's geography. The JRC estimate of ca. 45-50 minutes end to end, as set out in the JRC Devon report, needs a detailed review. That is likely to be a significant technical study in its own right. It

has been interesting to note recent research material that Beeching had supported a fast service between Exeter and Barnstaple.

24. Route alignment issues will be further features not normally associated with station-only proposals. For example, some overlap with housing development proposals between Barnstaple and Bideford is to be expected – and likely also to inform where one or more stations might be merited at the north end of the line.
25. So, before an SOBC, considerable broad optioneering is merited, to winnow down to realistic / practical options before the heavy duty work of an SOBC is commissioned.
26. Basically there are the twin targets of putting Greater Bideford on the rail network, and upgrading the Barnstaple-Central Exeter railway.
27. We have already identified the merits of a parallel project to upgrade the existing railway, which will need to take account of inputs additional to Bideford and Barnstaple. For example, there are plans to improve and extend the Dartmoor Line service just reopened to Okehampton (to run eventually to Tavistock and Plymouth), and the potential for additional Devon Metro services towards Cullompton, Wellington and Taunton.
28. Both elements will increase capacity pressures on the section of line between Exeter St Davids and Cowley Bridge junction. During that distance, the Dartmoor and Tarka Line trains cross over from the Exeter Central route and diverge from the Great Western main line. JRC's 2020 Devon report has highlighted some of the capacity topics that such a technical study should take into account.
29. For the indicated budget of £N (plus VAT), the priority objective should therefore be to focus on the initial business case for getting a railway to Greater Bideford, as a 'Restoring Your Railway' project for which there are known procedures and precedents, and to run this as a project in its own right. To this can be added the value of a faster, higher capacity railway southwards from Barnstaple, as modelled variables which should improve the business case.

### **Initial business case deliverables**

30. The section expands on the three proposed topics of:
  - A summary strategic case.
  - Alignment options.
  - Overview of demand and obvious capital and operating costs, along with headlines of foreseeable economic, environmental and sustainability benefits.

## Summary strategic case

31. This work will set out governmental, sub-national, regional, county development and local planning authority policy and delivery objectives for North Devon and Torridge, and for relevant parts of Mid-Devon, and how the addition of the Greater Bideford area to the rail network, and improvements to the Barnstaple-Exeter railway, can make a big difference.
32. Dependency on Exeter as the key regional centre and the wider attributes of the South West peninsula will be quantified and highlighted. The critical factor of direct services and effective journey times, to provide an umbilical between the Atlantic Coast and the regional centre and national rail interchange, can be set out.
33. The importance of regional connectivity to improve the economic growth prospects of communities in North and North West Devon should feature. For example, the table below shows GVA per head of population in different economic sectors, by LA Districts south west of Bristol. Access to higher order economies is an important test.

2016 GVA per head of population in SW Districts west of Bristol																									
District	2016 Population	2016 GVA/pop	Simple Overall Rank	ABDE Agriculture, water, mining, power, waste GVA/pop	ABDE Rank	C Manufacturing GVA/pop	C Rank	F Construction GVA/pop	F Rank	GHI Distribution, transport, food, accommodation GVA/pop	GHI Rank	J Information, communication GVA/pop	J Rank	K Financial, insurance activities GVA/pop	K Rank	L Real estate activities GVA/pop	L Rank	MN Professional & administrative services GVA/pop	MN Rank	OPQ Public admin, health, education GVA/pop	OPQ Rank	RST Recreation, other services, household activities GVA/pop	RST Rank	All sectors weighted by rank and averaged	Weighted rank of LAs
Bristol, City of	454,213	31,513	1	914	11	1,636	15	1,568	10	5,583	1	1,832	2	2,970	1	3,360	11	5,207	1	7,444	2	1,002	3	12,254	3
Bath and North East	187,751	25,595	3	1,614	4	1,928	10	1,651	6	4,410	6	1,273	4	1,156	2	4,053	3	2,525	5	6,083	3	895	5	11,701	2
North Somerset	211,681	22,882	6	907	12	3,066	4	1,644	7	4,757	3	779	5	709	5	3,675	5	2,168	6	4,346	8	822	9	12,992	5
Mendip	112,545	20,315	10	1,688	3	2,417	9	1,493	12	4,398	7	418	10	338	9	3,305	13	1,848	8	3,474	14	933	4	19,286	10
South Somerset	165,645	20,586	9	1,002	9	4,842	1	1,449	15	3,538	16	507	7	296	11	2,922	16	1,684	10	3,574	11	767	13	21,187	15
West Dorset	101,382	22,905	5	621	18	2,515	7	1,568	9	3,985	9	414	12	365	8	4,379	2	2,673	3	5,553	6	829	8	14,339	6
Sedgemoor	121,436	17,360	15	675	17	3,113	3	1,276	18	3,977	10	189	20	338	10	2,577	19	1,375	12	3,228	17	626	19	22,297	18
Taunton Deane	115,515	21,599	7	1,117	6	1,809	11	1,368	17	3,731	15	485	8	822	4	2,848	17	2,536	4	5,999	4	883	6	20,085	12
East Devon	139,908	17,246	16	715	16	1,022	19	1,658	5	3,752	13	536	6	229	17	3,888	4	1,308	13	3,352	15	779	11	18,644	8
West Somerset	34,306	20,005	11	3,993	1	1,049	18	1,370	16	4,372	8	291	15	204	18	3,498	8	904	20	3,119	19	1,224	1	19,437	11
North Devon	94,615	20,929	8	867	13	2,589	6	1,480	13	4,566	5	328	14	254	14	3,530	7	1,733	9	4,915	7	676	17	16,322	7
Mid Devon	79,789	16,663	18	1,090	7	2,670	5	1,479	14	3,346	18	238	18	150	20	2,945	15	1,178	16	2,970	20	577	20	24,318	20
Exeter	129,801	31,446	2	2,781	2	1,079	17	1,679	4	5,146	2	1,780	3	832	3	3,313	12	4,391	2	9,360	1	1,086	2	10,881	1
Teignbridge	129,856	18,583	13	924	10	1,656	14	1,971	2	3,804	12	447	9	239	16	3,581	6	1,671	11	3,527	13	755	15	18,689	9
Torbay	133,883	14,888	20	411	20	710	20	1,061	20	3,413	17	202	19	403	7	2,696	18	1,046	19	4,168	9	784	10	22,206	17
Torridge	66,977	16,094	19	806	15	1,762	12	1,583	8	2,971	19	254	17	194	19	3,389	9	1,239	15	3,120	18	776	12	22,493	19
West Devon	54,582	17,371	14	1,136	5	1,704	13	1,777	3	3,737	14	330	13	293	12	3,371	10	1,063	18	3,279	16	696	16	20,974	14
South Hams	84,306	23,847	4	830	14	2,467	8	2,052	1	4,614	4	1,981	1	249	15	4,934	1	1,981	7	3,974	10	759	14	12,675	4
Plymouth	264,199	18,923	12	590	19	3,157	2	1,143	19	2,888	20	416	11	481	6	2,491	20	1,264	14	5,818	5	674	18	21,320	16
Cornwall	553,687	17,040	17	1,046	8	1,402	16	1,559	11	3,823	11	262	16	276	13	3,103	14	1,169	17	3,529	12	872	7	20,954	13
Isles of Scilly	2,308	24,020		1,733		867		1,733		6,499		0		0		4,766		1,300		3,033		3,466			

34. There is an emerging dependency on greater sustainability for living, travel and other expenditure and investment priorities. There are now Net Zero and climate change targets. The rôle of a rail extension and rail upgrade for Mid-Devon, North Devon and Torridge in the new sustainable environment should be assessed and highlighted.
35. Timescales for project activity and phased timescales for outcomes will be summarised. It is foreseen that progress on a Greater Bideford railway should be undertaken *in parallel with* upgrades to the Tarka Line – as it would be wrong to postpone any rail extension until all line upgrades were concluded. It is Greater Bideford which is missing out now, whereas the existing railway to Barnstaple should be capable of phased improvement in terms of better service frequency and overall journey times. Putting Bideford on the rail map provides a strong stimulus for both of those elements.



## Alignment options

36. The former railway between Barnstaple and Bideford followed the coast, and had a low 45 mph speed limit. It took over 20 minutes between Barnstaple Junction and Bideford. Since the target is a one hour time or better between Bideford and Exeter, a different alignment should be considered.
37. There are other reasons why a different alignment should be investigated:
  - The popular Tarka Trail uses the former single track rail alignment, and new economic activities have grown up around it. Large-scale changes to that would be disruptive and in all probability not supported.
  - The former section of line through Instow has been used also for a South West Water pipe, and relocation of that would incur project delay and cost.
  - Housing development and planning permissions in the Fremington area make it difficult to adhere to the former railway corridor.
38. Overall, there is merit in identifying different alignment options, and also options for where stations should be located. JRC's 2020 Devon report had allowed for the probability of a partial new alignment, and two possible stations for Bideford – one by the A39 bridge over the River Torridge, and another by Bideford East-the-Water. Equally there might be merit in studying a new intermediate stop to serve the expanding housing areas near Fremington. An alignment might also require safeguarding.
39. Since the overarching objective is to plan towards a one hour journey time, it is possible that action to accelerate the Exeter-Barnstaple sector would offer more timetable flexibility for stations on the Barnstaple-Bideford sector. So station options merit research, including initial consideration of which options offer the best revenue, cost and benefit case.
40. Finally there is rail freight. Railways used to be justified also on the basis of freight flows. While the current-day rail freight presence in the South West is not large, it exists and more use is now made of rail to carry bulk flows such as aggregates for construction. The rail industry is also exploring the scope for re-creation of logistics shipments on a modern-day basis, as exemplified by some supermarket chains now using rail for trunk distances, and discussions about carriage of Amazon / DPD types of flows by rail to distribution railheads. It is now received wisdom that each household requires 100 cubic metres of warehousing to support just-in-time and last-mile deliveries, so that rail may be able, on a trunk basis, to make a real contribution to management of such flows!
41. Given the distance of the North Devon and Torridge area from the main motorway network, it is possible that some consideration should be given to passive provision at locations such as Barnstaple or Bideford, for different types of future rail freight operations.

### **Travel demand, capital and operating costs, and outline benefits**

42. Initial estimates will be made of travel demand and revenue, capital and operating costs, and how outline benefits can be valued in a simplified way (a full SOBC process is not intended now).
43. Capital costs will at this stage be broad brush and based on comparable works elsewhere (again before a detailed SOBC piece of work). There will be considerable variability expected in annual revenues and operating costs, if looking towards a 60 year period full of uncertainties post-Covid, and facing sustainability pressures which may offer expectations of greater use of active travel and public transport but where overall higher travel costs might counter-balance such trends.
44. So it is intended to put forward a range of possible revenues, costs and scale of benefits, to offer some realism of scales of demand and financial outcomes, with sensitivity tests. This should enable broad policy and political judgments about the merits and affordability requirements of getting rail to Greater Bideford – and to inform the next steps in project review, with follow-up actions to move towards an SOBC with a comprehensive business case assessment.
45. The initial outputs will also be looked at keenly by Network Rail, the regional train operator (currently Great Western) and the wider rail industry including the emerging Great British Railways, as a litmus test of whether they wish to support and engage with the promoters of the Greater Bideford railway and Tarka Line upgrade. It is hoped that the initial outputs will encourage the rail industry to endorse, assist and enable the outcomes desired by Devon and its districts.
46. It should be observed that until Covid, the passenger railway in Devon was performing and growing successfully, as the table summarises on the next page. The sustainability agenda over the next 30 years should, in the right circumstances, establish greater relevance for rail in Devon and its districts.

### **JRC engagement and costed proposals**

47. In this note, JRC has set out the rationale for undertaking an initial business case study of bringing rail back to Greater Bideford, from the Tarka Line at Barnstaple, and also to assess in outline how much more could be achieved if there were shorter journey times and greater service capacity between Barnstaple and Central Exeter.
48. The proposed initial business case deliverables have been identified and discussed. JRC is happy to discuss this proposal with commissioning parties, and to agree a phased timescale and stages of work with agreed delivery outputs, for a proposed fee of £N plus VAT.

## Annex: rail usage in Devon and districts 2001/02 to 2019/20

Station Name	Station usage				Station usage					
	Averaged data 2000-01 & 2001-02 for Census 2001 (29/4/01)		Averaged 2000-01-02 Entries & Exits Season	Averaged 2000-01-02 Entries & Exits Full	Average 2000-01-02 Entries & Exits Reduced	1920 En+Ex	1920 i/c	Pre-Covid 2019-20 Entries & Exits Full	Pre-Covid 2019-20 Entries & Exits Reduced	
	Averaged data 2000-01 & 2001-02 for Census 2001 (29/4/01)				Pre-Covid rail data Mar 19-Feb 20 to be used with mid-2019 population data					
	2000-01-02	avge i/c								
Okehampton heritage					6,434	-	-	6,434		
Sampford Courtenay A					240	-	-	240		
<b>Barnstaple Interchange</b>	<b>159,704</b>		12,854	24,369	122,481		74,809	16,622	343,929	
Chapelton	810		80	295	435		-	12	182	
Umberleigh	6,345		883	1,941	3,522		6,754	1,466	24,706	
Portsmouth Arms	551		21	238	293		-	38	458	
King's Nympton	4,348		1,503	1,293	1,553		2,810	167	2,805	
Eggesford	11,327		3,373	2,728	5,227		8,097	2,234	22,045	
Lapford	5,416		2,140	1,434	1,842		866	121	919	
Morchard Road	3,882		1,552	1,396	934		4,587	1,510	8,019	
Copplestone	647		149	293	205		2,859	1,718	15,089	
Yeoford	7,526		1,864	3,142	2,520		2,286	2,785	12,773	
Crediton	17,210		1,249	7,139	8,822		5,993	7,966	53,997	
Newton St.Cyres	346		5	220	121		516	466	1,833	
	<b>218,108</b>		<b>25,671</b>	<b>44,486</b>	<b>147,952</b>		<b>109,577</b>	<b>35,104</b>	<b>493,429</b>	
<b>Taunton</b>	<b>719,449</b>	<b>28,043</b>	46,429	173,684	499,337	<b>1,641,630</b>	<b>84,525</b>	127,030	304,767	1,209,833
Tiverton Parkway	175,728		16,635	46,286	112,808	525,252		41,620	64,106	419,526
	<b>895,177</b>	<b>28,043</b>	<b>63,063</b>	<b>219,970</b>	<b>612,145</b>	<b>2,166,882</b>	<b>84,525</b>	<b>168,650</b>	<b>368,873</b>	<b>1,629,358</b>
<b>Exeter St. David's</b>	<b>1,461,203</b>	<b>477,886</b>	184,549	327,233	949,421	<b>2,768,878</b>	<b>1,100,546</b>	238,744	312,990	2,217,143
<b>Exeter Central</b>	<b>998,472</b>	<b>12,719</b>	337,981	187,601	472,891	<b>2,599,540</b>	<b>183,640</b>	632,229	354,244	1,613,068
<b>Exeter St. Thomas</b>	<b>37,454</b>		8,206	14,885	14,364	<b>228,374</b>		76,089	34,097	118,187
	<b>2,497,129</b>	<b>490,605</b>	<b>530,735</b>	<b>529,719</b>	<b>1,436,675</b>	<b>5,596,792</b>	<b>1,284,186</b>	<b>947,062</b>	<b>701,331</b>	<b>3,948,398</b>
Pinhoe	5,980		2,396	2,314	1,270	132,228		34,189	36,411	61,628
<b>Cranbrook (&amp; Exeter Airport)</b>						<b>108,098</b>		16,213	25,851	66,034
Whimple	34,948		10,024	10,496	14,428	52,180		8,711	13,654	29,815
Feniton	54,756		16,114	13,682	24,961	56,110		8,128	13,496	34,486
Honiton	232,346	<b>1,244</b>	52,663	45,833	133,850	340,700	<b>14,829</b>	75,234	56,508	208,958
<b>Axminster</b>	<b>191,835</b>		40,686	29,309	121,840	<b>382,884</b>		88,736	37,949	256,199
	<b>519,863</b>	<b>1,244</b>	<b>121,882</b>	<b>101,633</b>	<b>296,349</b>	<b>1,072,200</b>	<b>14,829</b>	<b>281,210</b>	<b>183,869</b>	<b>657,120</b>
St.James' Park (Exeter)	26,821		4,774	8,709	13,339	98,112		8,348	19,724	70,040
Polsloe Bridge	41,322		4,803	14,135	22,385	122,196		12,521	16,700	92,975
Digby and Sowton	93,464		28,926	36,093	28,446	613,782		310,585	93,431	209,766
Newcourt						124,476		18,340	21,721	84,416
Topsham	102,190		22,370	25,611	54,209	235,448		27,916	34,345	173,186
Exton	12,562		2,669	3,398	6,496	28,130		5,895	5,261	16,974
Lypstone Commando	69,937		4,690	17,886	47,362	71,672		1,357	5,732	64,583
Lypstone Village	66,968		15,670	19,268	32,031	101,042		13,825	14,663	72,554
<b>Exmouth</b>	<b>603,347</b>		161,498	128,240	313,610	<b>924,758</b>		132,505	114,764	677,489
	<b>1,016,610</b>		<b>245,398</b>	<b>253,337</b>	<b>517,876</b>	<b>2,319,616</b>		<b>531,291</b>	<b>326,341</b>	<b>1,461,984</b>
Marsh Barton										
Starcross	51,620		29,725	11,379	10,516	115,008		28,622	18,602	67,784
Dawlish Warren	48,971		2,127	8,453	38,392	189,080		8,692	10,292	170,096
Dawlish	263,155		87,592	55,578	119,986	533,116		114,677	57,089	361,349
Teignmouth	285,150		99,703	59,654	125,793	706,234		173,970	80,070	452,194
<b>Newton Abbot</b>	<b>574,704</b>	<b>49,498</b>	128,261	128,156	318,287	<b>1,234,750</b>	<b>334,522</b>	220,695	154,662	859,393
	<b>1,223,598</b>	<b>49,498</b>	<b>347,406</b>	<b>263,219</b>	<b>612,973</b>	<b>2,778,188</b>	<b>334,522</b>	<b>546,657</b>	<b>320,716</b>	<b>1,910,816</b>
Torre	103,869		65,017	22,610	16,243	292,518		121,883	43,669	126,967
Torquay	268,330	<b>520</b>	22,457	43,910	201,964	472,326	<b>3,186</b>	55,352	31,555	385,419
<b>Paignton</b>	<b>309,825</b>		40,062	52,112	217,651	<b>649,670</b>		86,404	50,079	513,187
<b>Dartmouth Steam Railway</b>										
	<b>682,024</b>	<b>520</b>	<b>127,535</b>	<b>118,632</b>	<b>435,857</b>	<b>1,414,514</b>	<b>3,186</b>	<b>263,639</b>	<b>125,302</b>	<b>1,025,573</b>
Totnes	300,592		43,156	57,211	200,225	743,212		102,468	68,466	572,278
Ivybridge	21,842		5,581	8,834	7,427	56,188		5,419	5,885	44,884
<b>Plymouth (North Road)</b>	<b>1,345,829</b>	<b>65,085</b>	55,125	375,733	914,972	<b>2,452,572</b>	<b>89,378</b>	247,763	224,768	1,980,040
	<b>1,668,262</b>	<b>65,085</b>	<b>103,862</b>	<b>441,778</b>	<b>1,122,623</b>	<b>3,251,972</b>	<b>89,378</b>	<b>355,650</b>	<b>299,120</b>	<b>2,597,202</b>
	<b>8,720,770</b>	<b>634,994</b>	<b>1,565,551</b>	<b>1,972,772</b>	<b>5,182,448</b>	<b>19,238,274</b>	<b>1,810,626</b>	<b>3,153,736</b>	<b>2,360,658</b>	<b>13,723,880</b>