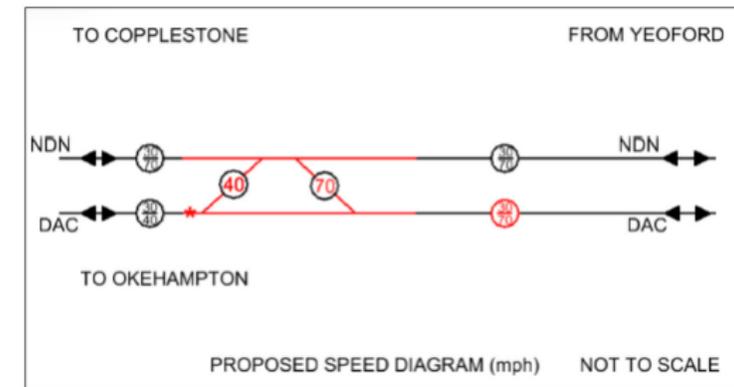


# North Devon Line – last year

Initial design work carried out to identify feasible options for :

- Locating new passing loops at northern end of line – *sites assessed, no show-stoppers, some items that would require further investigation – e.g. bridge strengthening, condition of cutting slopes.*
- Extension of twin track railway from Crediton to south of Newton St. Cyres – *can be accommodated on old alignment, opportunity for minor linespeed improvement.*
- Reinstating Coleford Junction – *preferred option would be two crossovers, no impact on linespeed.*
- Increasing linespeed of Okehampton line Crediton – Coleford – *achievable. Upgrade Salmon Pool crossing to Manually Controlled Barriers (CCTV or Obstacle Detection).*
- Renewal of Eggesford level crossing – *upgrade to Manually Controlled (Obstacle Detection).*
- Signalling alterations as a result of track layout changes and removing token working – *circa 30 new signals.*



# North Devon Line – current work

- Cost advice for the interventions identified is being produced – due by end of March.
- Cost advice also being produced for Exmouth branch enhancements to enable 4tph service to Digby & Sowton – linked to extension of Barnstaple services.
- Scoping a remit for detailed timetable analysis to:
  - a) Refine infrastructure requirements (e.g. test whether double-tracking can start north of Newton St Cyres or has to commence south of there)
  - b) Assess the impact of potential future fleet of BEMUs
  - c) Assess whether there is scope to introduce service improvements incrementally
- This work will require funding – cost is circa £25k
- Timetable analysis will enable us to confirm the Minimum Viable Product – rule in/rule out different infrastructure requirements.
- Next steps – economic appraisal and business case writing – subject to funding.
- We are keen to keep making progress.
- There are improvements that can be made in the meantime.

