

Route Prospectus

For the line between Par and Newquay (The Atlantic Coast Line)

The line between Par and Newquay is one of the routes chosen listed in under the DfT Community Rail Development Strategy as having potential for line designation. Pilot projects have started to demonstrated how the Community Rail Development approach can increase revenue, manage down costs and encourage greater community involvement in the local railway.

The key measures of success will be

- **The contribution of Community Rail Development in achieving locally set objectives such as reducing road congestion and increasing accessibility in its widest sense.**
- **Reducing the call on taxpayers' funds for the service;**
- **Establishing the effectiveness of different methods for reducing the net financial loss of Community Rail lines by increasing revenue and reducing costs where practicable.**

A remit for the project has been agreed with the Community Rail Partnership. This remit forms the basis for this Route Prospectus. Like the remit, it is expected that the route prospectus will be a flexible document that will evolve (in format and substance) as the project develops. The Community Rail Partnership referred to - the Devon & Cornwall Rail Partnership which consists of Cornwall & Devon County Councils, Plymouth City Council, the University of Plymouth, the Countryside Agency and First Great Western. Locally, the Rail Partnership's Working Party for the Atlantic Coast Line is made up of the County Council, Restormel Borough Council, Newquay Town Council and a range of other partners.

The prospectus has also been discussed with Network Rail and the DfT Rail Group.

Designation of the line between Par and Newquay as a 'Community Rail line' will assist in the following tasks:

- Identification of the costs of operating the Atlantic Coast Line and identify the revenue attributable to the line.
- Showing how Train Operating Company costs might be reduced on the line by changes to franchise management (including the Ticketing and Settlement Agreement arrangements), working practices and operation
- Exploration of opportunities of alternative fares structures to ensure the line is allocated a fair contribution of all through rail fares and that fares are appropriate to the local market.

- Evaluation of alternative options for rolling stock for the line including examination of lease and ownership arrangements
- Evaluation of options for providing a more even spread of services throughout the day, all year round and for increasing train services in the summer peak.
- Exploration the potential for EU Objective One funding to assist with infrastructure improvements designed to improve the long term sustainability and viability of the line.
- Improving links to the bus network to improve accessibility to the area
- Deepening co-operation with local business and others (including the Eden project) with the aim tapping into the tourism market.

It is intended to build on the work already in hand on the Atlantic Coast Line led by the Devon and Cornwall Rail Partnership.

In the long term, there may be potential for a cost effective diversion of the Newquay branch line to St Austell using the Parkandillack – Burngullow freight line. This cannot be progressed in the immediate future but there is potential to explore this further.

The line is heavily used by freight trains between Par and Goonbarrow Junction and has peak summer through High Speed Train and Voyager worked services between various cities around the country and Newquay. There are also infrequent passenger charter trains. Designation is not intended to inhibit the running of any of these services and indeed local partners are keen to investigate further freight and long distance passenger opportunities.

Designation is intended to be a permanent arrangement, but it can be reviewed periodically to assess whether the designation is still appropriate.

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