

THE Riviera Edition

The Cornwall Rail Development Partnership on the right lines

Contents

ACCOLADE FOR CORNWALL

1 PRAISE FOR THE RIVIERA PROJECT

RIVIERA PROJECT

VALUE OF INVESTMENT

WORK IN PROGRESS

Tamar Valley Line

2 WORKING IN PARTNERSHIP

Bodmin Parkway
Penzance
Liskeard
Station Lighting

3 VALUE OF RIVIERA PROJECT INVESTMENT PROPOSED

CORNWALL RAIL DEVELOPMENT PARTNERSHIP

PARTNERS COMMENTS

WESSEX FRANCHISE

4

How to contact us:
Cornwall Rail
Development Partnership
Transportation, Planning and Estates
Cornwall County Council
County Hall
Truro
Cornwall TR1 3AY

Email ltip@cornwall.gov.uk

Centre of Excellence Award: Accolade for Cornwall



Transport Minister, Keith Hill visited Cornwall on 6th March to launch the first Centre of Excellence for Rural Integrated Transport and to visit projects associated with it. "The Centre of Excellence initiative demonstrates what can be achieved through a partnership of local government, operators and communities, backed by central government support," he said.

The Centre of Excellence is recognition of the innovative transport projects that have been introduced in recent years in the county. It also sets a challenging programme of future projects over the next 5 years.

The focus is on achieving local integration between all the various modes of travel, with Centre of Excellence aims of:

- promoting integration
- combating social exclusion
- promoting sustainable tourism
- providing access to essential goods and services
- improving safety

Praise for the Riviera Project

Mr. Hill was very impressed with the work undertaken by the Cornwall Rail Development Partnership. He said: "Cornwall, perhaps more than any other area in England, shows how important rural railways can be in helping people to get about. The Riviera project is helping to improve and regenerate Cornish stations. So far 25 stations have been enhanced by providing new shelters/waiting rooms, information and lighting and improved disabled access."



Riviera Project:

The Riviera Project is an ongoing strategy, developed by the Cornwall Rail Development Partnership, for upgrading and enhancing railway station facilities in Cornwall. It is the first initiative of its kind in the country.

The station improvements and development proposals stem from the findings of a major study first commissioned in 1997, which included a comprehensive survey and investigation of all Cornish stations. The study provided a snapshot record of each station with recommendations for future improvements. The project is being continuously reviewed and updated, particularly as various stages of the upgrading work have been completed.

Value of Riviera Project Investment so far

Project	£'000s
Tourism Signs	94
Leaflet Dispensers	40
Falmouth Branch Line Stations	96
Liskeard Station	235
Newquay Station	65
Newquay - Par Branch Line	221
Redruth T34 Platform 3	360
Camborne	24
Tamar Valley	286
St Ives Branch Line	233
TOTAL INVESTED	1,654

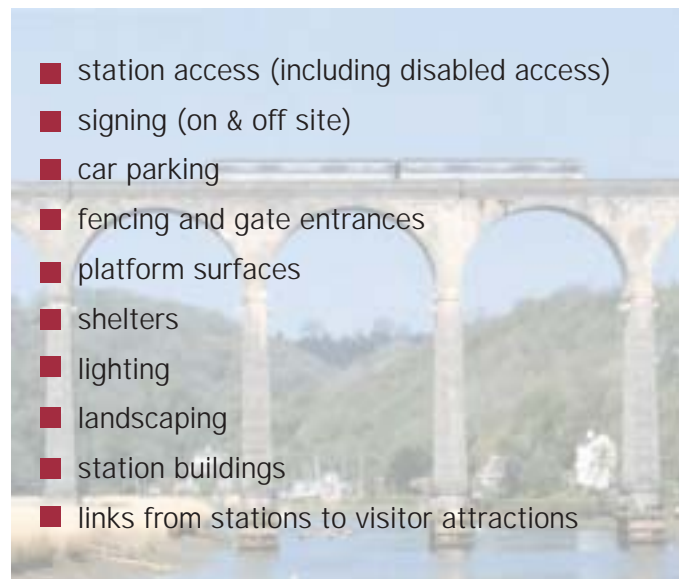
Work in Progress Tamar Valley Line Enhancement

The Tamar Valley Riviera project was the first to successfully receive funding support from the Strategic Rail Authority's 'Fast Track' Rail



Passenger Partnership (RPP) fund. The £276,000 scheme aims to promote social inclusion and integration in accordance with Local Transport Plan objectives throughout the Tamar Valley catchment and travel to work area. Work at the four stations, Gunnislake, Calstock, Bere Alston and Bere Ferrers include the following elements:

- station access (including disabled access)
- signing (on & off site)
- car parking
- fencing and gate entrances
- platform surfaces
- shelters
- lighting
- landscaping
- station buildings
- links from stations to visitor attractions



Working in Partnership

The Cornwall Rail Development Partnership clearly demonstrates the advantages of working together. Contributions to the above projects have been provided by: Cornwall County Council, Railtrack, rail operating companies, District, Town and Parish Councils, Countryside Agency, Regional Development Agency, Devon and Cornwall RP, National Trust, and others. Grant organisations have also played a major role. Amongst these are: Strategic Rail Authority, SRB, Regional Challenge, Bus Challenge, and others.

Work Proposed

Bodmin Parkway Public Transport Interchange

This project has been successful in obtaining funding support from the Countryside Agency and RPP. A phased approach to enhancements is proposed at the station to improve the integration between rail, buses, walking, cycling, taxis and cars. The on-station works will be complemented by the introduction of an integrated 'bus branch line' to Wadebridge and Padstow following a successful Bus Challenge bid. Links northward to Camelford will be provided by a new 'demand-responsive' community transport service.

Station works include:

- Improved traffic management and safety measures.
- Upgraded access road.

- New car park, lighting and drainage.
- CCTV.
- Improved disabled access and facilities.
- New cycle facilities.
- New toilets.
- Information and signing improvements.
- Landscaping and vegetation management.
- New benches, bins and seating.
- Platform and fencing refurbishment.
- Improved freight and passenger access to branch line.
- Footbridge enhancements.
- Link to proposed demand responsive bus network in north Cornwall.

Liskeard Station Regeneration: Phase II

The first phase of works at Liskeard station was completed in 1999 and included a new car park and access to Platform 1, the access road to the Looe Platform with new car park, ramped access, lighting and paving at the main entrance.



A partnership group has been formed to consider Phase Two works and the following elements are proposed:

- refurbishment of the Looe Platform building;
- new café and toilets on the Looe Platform;
- development of the main building to provide new waiting area, café, toilets and ticket facilities;
- canopy for the main building and the construction of a downside shelter;
- pedestrian and bus link improvements from Station Road; and
- CCTV.

Penzance Public Transport Interchange

This major public transport interchange will involve fundamental alterations to the existing bus station and rail station car park. The proposed £600,000 scheme, being led by Penwith



District Council, is currently at the fund-application stage and the intention is to secure a start to the work within the 2001/2002 period. Main elements of the project include:

- Formation of new pedestrian paved areas
- Resurfacing of bus and rail parking areas
- New landscaping and public artwork
- New lighting, signing and CCTV
- New bus station
- Facilities for disabled, cycle and motor cycle users

Station Lighting

All intermediate stations on the Looe Valley branch line and Luxulyan station are currently unlit. This means that it has not been possible for trains to stop during hours of darkness. A proposal to provide new lighting is being appraised by Railtrack and it is hoped to introduce station lighting in time for the winter timetables as part of the Riviera work. Stations included in the proposal are:

- Coombe
- Sandplace
- Causeland
- Luxulyan
- St. Keyne

Value of Riviera Project Investment Proposed

Project	£'000s
Bodmin Parkway	435
Penzance PTI	600
Saltash Heritage Centre	625
Branch Line lighting	40
Looe Station	15
Redruth Platform 1	253
Liskeard Phase 2	400
TOTAL INVESTMENT PROPOSED	2,654

Cornwall Rail Development Partnership

The Cornwall Rail Development Partnership (CRDP) is a group brought together to advise on strategic rail issues in the country. It comprises members from Railtrack, Rail operators, Bus operators, Local authorities, funding and other organisations. Contact details for the Partnership are shown on the front page.

Partners' Comments

"Wales & West has been an active partner in the Riviera Project since its introduction. It has been clearly shown what can be achieved with all the partners working together as one team. The partnership has been enthusiastically led by Cornwall County Council, to ensure we all train our thoughts and ideas in achieving the partnership's aims of upgrading and enhancing the railway stations in Cornwall. Through the project we have seen major enhancements at Redruth and Liskeard and also enhancements to the Tamar Valley line within the last 12 months. We all need to ensure that we press on with new enhancements to railway stations that will not only benefit the passenger, but also the local community. Wales & West are fully committed to the Riviera Project and will endeavour to continue the quality enhancements achieved to date."

John Savage

Area Manager (West of England)
Wales & West Passenger Trains

"We are very proud to support the work of the Cornwall Rail Development Partnership which is delivering long-sought after station improvements throughout the county. The Partnership's success is making a real difference to rail passengers and is a big help to us in our work to attract people to rail travel."

Richard Burningham

Devon & Cornwall Rail
Partnership Officer

Wessex Franchise

The SRA announced on the 23rd November 2000 its intention to create the new Wessex franchise and a separate management unit for Cornwall local services. The franchise has been designed to attract new investment and provide management focus on the important interurban and local services in the West Country, as well as improving cross country links between the region, Cardiff and the South Coast.

On 2nd March 2001, seven parties passed the SRA's qualification process to submit proposals for the new franchise, designed to meet the growing demand for rail services in South West England.

The companies/consortia confirmed as eligible to submit proposals are:

- Connex Transport UK
- First Group Plc

- GB Railways Group Plc
- Group 4 Falck Global Solutions Ltd
- National Express Group Plc
- SBB Laing
- Stagecoach Holdings Plc

In addition, Virgin Rail Group Ltd and First Group Plc will be separately submitting proposals to add the Cornwall & Plymouth Business Unit to their CrossCountry and Great Western franchises respectively, in competition with the Wessex propositions for these services. Prequalified companies will have 60 days in which to prepare detailed initial proposals. Shortlisted companies will be invited to participate further in the replacement process. The winning franchise should be announced later in the year with the intention of commencing operation in Spring 2002.

