

# Route Prospectus

## For the line between Falmouth Docks and Truro (The Maritime Line)

The line between Falmouth Docks and Truro is one of the routes listed in the DfT Community Rail Development Strategy as having potential for line designation. Pilot projects have started to demonstrate 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, First Great Western. Locally, the Rail Partnership's Working Party for the Maritime Line is made up of the County Council, Truro City Council, Penryn and Falmouth Town Councils 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 Falmouth Docks and Truro as a 'Community Rail line' will assist in the following tasks:

- Identification of the costs of operating the Maritime Line and 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.
- Exploration of ways to ensure more effective revenue collection. (This is very much in line with First Great Western's franchise commitments on revenue protection.)

- Exploration of the potential of a cost effective infrastructure upgrade in respect of provision of an intermediate crossing loop, to allow the introduction of a reliable service at half hourly frequency.
- Exploration the potential for EU Objective One funding to assist with infrastructure improvements.
- In conjunction with the Bus Operator and Unitary Council provide and demonstrate the impact of quality bus links at all locations on the line to connect with other parts of the Island improving links to the bus network to improve accessibility to the area.
- Deepening co-operation with local ferry operators with the aim tapping into the tourism market.
- Developing the relationship with local educational establishments, in particular the Combined Universities' campus at Tremough, Penryn, to build understanding of the changing travel needs of students, staff and visitors.

In taking this work forward, it is intended to build on the work already in hand on the Maritime Line by the Devon and Cornwall Rail Partnership.

Designation is not intended to affect the potential for freight movements to and from Falmouth Docks. Indeed local partners are keen to see freight opportunities explored.

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

During the time of the project the designation may be reviewed and if there is a significant demand, then the consultation on designation can be repeated. This review process will enable designation to be reversed if there is significant demand once the pilot project has finished.

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