



Department
for Transport



Restoring Your Railway: Ideas Fund Application Form



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Confidentiality and data protection

This application, and the processing of personal data that it entails, is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the Controller for this information.

As part of this application process, we are asking for your name and email address. This is in case we need to ask you follow-up questions about your application. You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions.

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at <https://www.gov.uk/government/organisations/departments-for-transport/about/personal-information-charter>.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to Data Protection Officer, Department for Transport, Ashdown House, Sedlescombe Road North, St Leonards-on-Sea, TN37 7GA.

Your information will be kept securely by the Restoring Your Railway team and destroyed within 12 months after the deadline has expired.

1. Explanatory notes

The Ideas Fund (IF) is part of the Restoring your Railway (RYR) Programme. The Department for Transport (DfT) will fund 75% of costs, up to £50,000, of successful bids to help fund transport and economic studies and create a business case. Bids to expand access to the rail network can include the reopening of closed lines as well as the restoration of passenger services on routes which are currently freight-only.

This application form includes questions designed to help you provide the relevant information so we can assess your bid, but it is not exhaustive. Please make sure you include detailed information about the socio-economic benefits of the bid, the services that would be provided, and details of any known anticipated infrastructure and operating costs.

We ask that you do not use other formats. We recommend the response be between 15 - 20 pages in total. All key information should be included through responding to the questions below, however supporting evidence can be referenced and submitted as supplementary documentation.

If you are submitting more than one bid, please indicate the priority order for your proposals.

If you have any queries, please contact the Restoring Your Railway team at restoringyourrailway@dft.gov.uk.

2. Key details

Please provide the following information:

Lead promoter (name, organisation and email address)	Lord Berkeley, local resident and member House of Lords 07710 431542, berkeleyafg@parliament.uk
Sponsoring MP(s) (name, constituency and email address)	Sheryll Murray MP, sheryll.murray.mp@parliament.uk
*Impacted line/ Location	Cornwall – Lostwithiel to Fowey
Amount of track reopened to passenger rail services, if applicable (to the nearest mile)	Lostwithiel Branch Junction, 277 miles 54 chains to the Network Rail/Imerys Boundary, 281 miles 59 chains; 4miles
Number of new stations proposed, if applicable (include site postcodes where possible)	<ul style="list-style-type: none">- Reopening Platform 3 Lostwithiel Station PL22 0EW- Possible reopening Golant Halt PL23 1LJ- New station platform at Grassy Knoll on Imerys tracks at North end of Imerys china clay freight unloading facility at Fowey.

*to be used in the publication of Ideas Fund bid detail on gov.uk

3. Bid summary

Provide a description of the proposed project; defining the intervention, service levels and/or infrastructure requirements. Where details (such as service frequencies) form part of the feasibility work required, please identify this in your response.

The project proposes an alternative service to that proposed in Round 1 for passengers between Lostwithiel and Fowey, by taking them on the existing Network Rail freight only line for most of the way from Lostwithiel towards Fowey but transferring them to a river boat at a reconstructed slip (referred to as the Grassy Knoll) at the North end of the Imerys sidings, and onward by river boat to a slip in Fowey town.

A small platform would be built beside one of the Imerys freight tracks to allow passengers to alight from the train, walk down a concrete slip to a waiting passenger boat which would transfer them on the river past the china clay terminal to the Fowey slip.

An hourly daytime service is proposed, except for one hour which cannot be included due to shunting needs of the Imerys freight train. An initial or trial service might be possible with some cost saving by using the existing platform 2 at Lostwithiel before deciding to reopen the bay platform. This might be a less frequent service, and would need some timetable analysis by Network Rail to confirm if this were possible.

We will also investigate the possibility of main line heritage trains using the line on days when no china clay trains would operate and of other heritage trains using the line in place of the above regular service.

Summary of interventions:

Network Rail – reopen bay platform with connecting trackwork and signalling at Lostwithiel. With Lostwithiel Town Council and others – develop new car park on site of old freight sidings next to bay platform (it is understood that Network Rail have recently re-acquired these to enable the provision of a station footbridge and are supportive of developing the unused land for car parking to serve the town and the station).

Install signalling for the above and along the branch line as necessary to allow more than one train on it and the Imerys sidings. Risk assessment and upgrading of 2 level crossings to allow passage of passenger trains

Imerys/DB Schenker - create new track alignments and junctions to allow passenger and freight trains to co-exist, construction of station platform at grassy knoll. Permissions.

Fowey Harbour Commissioners. Construction of ramp, procurement of ferries and maritime permissions.

GWR – provision of train and operation including use of heritage DMU, or other types of rolling stock or traction.

Is the project already within the remit of Network Rail's management and control process for enhancements? If so, what stage is the project at? Has there been any other previous assessments of this proposal? What was the outcome? What has changed since previous reviews?

No, however Network Rail are aware of the proposals and has allowed passive provision in the proposed new Great Western Main Line signalling system to allow for a future re-introduction of the bay platform. Furthermore in Network Rail's design for the proposed station footbridge project – cognisance will be taken to allow sufficient space to allow for a future bay platform to be re-instated with a minimum of a 3 car length.

4. Financial overview of the proposal

Please provide details of the potential third-party contribution for the work you are seeking to fund through the Ideas Fund. This should include the amount, the terms and percentage of the total costs. Please include any other relevant financial considerations, for example information on potential third-party funding for the delivery of the project as a whole.

What will the funding pay for? For example, to support further research to investigate potential benefits for local tourism or carry out a feasibility study on infrastructure changes to help support a subsequent SOBC.

Ideas funding is required for:

- Design of changes to the Imerys freight track alignments to allow for the passenger station track there.
- A detailed feasibility study of the Network Rail infrastructure work proposed.
- An analysis to look at passenger numbers and confirm the benefits to local tourism of the project.

A grant of £35,000 is requested to cover the above.

Are there any financial dependencies or risks in delivery of the work proposed to be funded through the Ideas Fund?

The approval of the Ideas Fund to the application creates the possibility of additional private sector funding from local businesses which would welcome the opportunity to develop tourism along the Fowey River Estuary and in Fowey and Polruan.

If successful with the ideas funding; Network Rail together with GWR could deliver a High-Level Strategic Options Study; we would request this for timetabling and some infrastructure interventions.

Are there any financial dependencies or risks in delivery of the work proposed to be funded through the Ideas Fund?

None.

5. Strategic overview of the proposal

Rationale for Intervention

Provide a high-level explanation of what your project aims to achieve, including a summary of the problems/opportunities the project looks to address, providing supporting evidence where appropriate. This should include consideration of how the project aligns with local and national policy. What is the transport problem? Have you considered other transport modes to deliver the outcomes and if so, why is rail the appropriate solution?

This project would provide an important link between Fowey and other parts of Cornwall by a connecting service to the main line. Fowey is a major Cornish tourist attraction and, as with so many other similar towns, suffers from bad traffic jams and a severe shortage of car parking in summer. This project could mitigate these problems with the provision of a car park in Lostwithiel on disused Network Rail owned sidings next to the bay platform.

The roads to and from Fowey are poor; there is a regular bus service westward to St Austell but nothing north or eastwards towards Plymouth, so this project would provide a new public transport connection between the two towns, with the attendant wider impacts that a new connection allows (better matching of people to jobs, training and local services). Additional tourists will be attracted to the two towns by opening up a unique riverside rail route, which can be marketed as a new tourist destination, with new jobs and economic activity emerging as a consequence in both towns. Rail is the only way of seeing the whole river – there are no parallel roads.

There are already two ferry services across the Fowey River which operate very reliably: one for vehicles and the other, to Polruan, for pedestrians. A similar service is envisaged to the Grassy Knoll station from a slip in Fowey town.

Journey time between Fowey and Lostwithiel would be between 30 and 40 minutes, including allowing for the change of mode.

Cornwall Council has for a long time supported the reopening of the Fowey branch as part of its very successful policies of improving services on the main East-West line and branch lines as a means of reducing road traffic.

In the longer term, we welcome the idea from the Bodmin and Wenford Railway to extend their line towards Padstow and create a better link to the main rail line at Bodmin Parkway and build a passing loop and park and ride station where this line crosses A30. This could allow trains to operate between Wenford and Fowey and mitigate the current parking problems at these towns.

This Lostwithiel-Fowey reopening could also support extensions to the cycle trails on the area as well as walking. We would also like to investigate a safe pedestrian access to the Grassy Knoll station.

What impact might the project have on levelling up outcomes?

Fowey, along with other Cornish seaside towns, has very high property prices, meaning that many people working in the town have to come in from the much lower property priced areas around. Students, shoppers and others living in Fowey could avoid using cars to go north and east, and the many summer visitors would be able to park in Lostwithiel and enjoy a breath-taking rail journey beside the river Fowey and not worry about parking in Fowey itself.

The Fowey-Lostwithiel-St Blazey area has a negatively skewed distribution of incomes, with well over half of the population in the 7th to 10th deciles, and none in the 1st to 3rd. New economic opportunities from additional tourism attracted to the area, from the opportunity to take the unique train service along the River Fowey, as well as the ferry into the town itself, will boost incomes and employment. Furthermore, the new connection north-south between Lostwithiel and Fowey on public transport, provided by the train + ferry, opens up opportunities for additional matching of people to jobs, training and local services that simply do not exist at present. Levelling up will occur with this service.

What would be the impact if this project was not taken forward?

The status quo would continue; traffic problems would increase, more people would have to use cars – and those who do not have cars would not be able to gain the benefit of the access for jobs, education or shopping so easily to Plymouth. It is likely that fewer visitors would come to Fowey because of the lack of parking and, more generally, visitors would still be unable to enjoy the unique land and river-scape all along the route.

The only alternative for this route is by road – narrow, winding and congested at times. Even though Lostwithiel was once the major port for Cornwall, the river has become so silted up that a passenger service along all the way to Lostwithiel is only practicable for an hour or two at high water.

Project Dependencies & Risks

Confirm project constraints and/or dependencies. These could include planning restrictions, stakeholder support, construction and capacity constraints.

Planning permission would be required for works outside permitted development rights areas. This would most likely be for the platform at the Grassy Knoll, depending on ownership boundaries there. Construction would most likely be done from the river using the existing car ferries operated by C Toms and Sons Ltd.

Maritime permissions - A Marine Licence from the Marine Management Organisation would be required for work to reinstate the slipway at the Grassy Knoll as it extends below the high-water mark.

No particular constraints expected.

What are the key risks and issues faced by the proposed project and how can these be mitigated?

Raising the funds for the works needed:

- Harbour slip, 2 ferries, platform are of low risk.
- A platform at Golant is also of low risk.
- A lack of passengers. It is suggested that this service should start in the first year or so as an April to October one – during daytime and mainly for testing the visitor market. As stated above, this could operate from Platform 2 at Lostwithiel, subject to timetables, and avoid the need for bringing the bay platform into use.
- Having started and identified the demand from other sectors, then a winter service would be included. There are many similarities between the Fowey service and the one to Looe, and experience there will help design a successful service to Fowey.

Stakeholder Management

Please Identify the key stakeholders for your bid, their interest in the bid and how you plan to work with them. What train operator(s) might be involved in delivering the proposed services? Have you engaged with them at this stage? Do you have their support?

We have been involved with many of the key stakeholders and supporters for some years; some more recent. They are listed below.

The overall project divides easily into several areas to start with:

- Lostwithiel, track/signalling, car park and other rail works.
- Along the line to the grassy knoll – any NR works there.
- The Imerys/DBSchenker interface and track changes.
- the passenger train issues – platform, services, grassy knoll etc
- the maritime service – ramp, boats.
- operating issues – ticketing, marketing etc.
- consultation and communications with other stakeholders.
- fundraising for the second phase.

We would form a steering group with the main players in each of the above to ensure the delivery of the first phase with funding from the Restoring your Railway Fund, appointing one person to lead each of the above activities.

Key stakeholders include:

Imerys – plan to work together, decide and discuss the works needed to avoid affecting freight trains, and ensure good security between the station and the Imerys works.

Jeremy.morcom@imerys.com; Ashley.shopland@imerys.com.

DB Schenker – work together to ensure timetabling and dealing with incidents.

Jonathon.miller@deutschebahn.com

We have had a number of very useful meetings with Imerys and DBS who support this project and have agreed to work with us to take it forward.

GWR are very interested in this project and have committed to supporting it on the way forward. This could include operating the passenger train service.

matthew.barnes@gwr.com

Network Rail have been very supportive, as outlined above, and have committed to continuing to do so. We met GWR and NR most recently on 26 February 2021 at a meeting at which this was confirmed. Christian.irwin@networkrail.co.uk

Cost consultant: Michael Byng Michael.byng@michaelbyng.com

OXERA – economic consultants. Advice on economic issues.

Andrew.meaney@oxera.com.

Fowey Harbour Commissioners. We have had a number of meetings with the Harbourmaster and his deputy and worked up this proposal with them. They are fully supportive. hm@foweyharbour.co.uk

Fowey Town Council. Have supported in the past and continue to do so. Chair: Ruthfinlay@live.co.uk; Sally Vincent, Town Clerk sallyvincent957@btinternet.com

Fowey Chamber of Commerce:

Joint Chairs: Victoria Clark vl.clark@yahoo.co.uk

Sinead Hanks foweychamber@gmail.com

Melissa Hartwell, Chair, Fowey Town Forum. melissadh@btinternet.com

Cornwall Council are supportive of this reopening and of the many other re-openings or upgrades of branch lines currently in progress. Nigel.blackler@cornwall.gov.uk

Lostwithiel Town Council. Co-ordinated the earlier application and are supportive. tim.hughes@lostwithielcouncillors.org.uk; clerk@lostwithielcouncil.gov.uk

Devon & Cornwall Rail Partnership. Richard Burningham
R.Burningham@plymouth.ac.uk

Letters of support are included in Section 9.

What other support is there for the bid and how do you plan to maintain this? Are local communities supportive of the bid and can you provide any evidence of this support?

Some of the above stakeholders may also be defined as representing communities. Their inclusion in the list as well as some e mails from them in section 9 indicated support for this project. In addition to regular meetings as described above, we would aim to hold regular public meetings at Lostwithiel and Fowey, create the project's own website and issue a regular newsletter about progress.

We are aware of a number of local residents who are enthusiastic about this line reopening. We can see a strong likelihood of a 'supporters club' being formed, including perhaps volunteers, to help promote, enthuse and keep an eye out for opportunities for this route.

What opposition is there to the bid (if any)? How do you plan to overcome this?

Only from those who still hanker for the line to continue through the Imerys port to the former station at Fowey. If the port ever closed down, then this could be a desirable extension but at present it is quite clear that Imerys could not continue with their present operation with a track for passenger trains through their works. We also commend Imerys for a new flow of secondary aggregates from Fowey to Tilbury, which of course adds traffic (and jobs) to their works.

6. Socio-economic benefits of the project

In presenting the socio-economic benefits of the project please provide information on the population, employment and gross weekly earnings statistics for the local authority district(s) impacted by the project and the geographic area of the project's origin and destination to help make the case for your bid, where available.

Fowey has a Town Council and approximately 2,500 residents. A busy tourist destination and working port, Fowey lies at the mouth of the River Fowey. Its connections to the rest of Cornwall are by car ferry across the river to the east, and by single carriageway access roads that converge on a junction between the A3082 (going west to Par) and the B3269 (which heads north west towards Lanlivery).

Lostwithiel also has a Town Council and approximately 3,000 residents. A market town at the head of the Fowey estuary, it caters for both the local community and passing tourist traffic in season.

Most statistics available cover the network of town councils (St Blazey, Lostwithiel and Fowey).¹ Around 8% of the combined population is in the 'most deprived' decile, and the distribution is negatively skewed, with well over half of the population in the 7th to 10th deciles, and none in the top three least deprived deciles. In addition, weekly household incomes are considerably below the national average (2017: £618 per week, compared to national average of £766). 24.3% of working age people have no qualifications, while 15.9% of working age people have limiting long-term illness.

Both the boost to the tourist trade that would be provided by the new rail + ferry service, and the provision of a new year-round connection between Lostwithiel and Fowey, will

¹ Data from 2017 available here: http://www.foweysfuture.co.uk/data/uploads/489_795763653.pdf

improve socioeconomic outcomes. There is strong potential for levelling up this part of Cornwall through reopening passenger services to Fowey.

More tourists will be attracted to the area (both travelling to Lostwithiel for the new connection to Fowey, and to Fowey itself), while those that come already will have the choice of the new service and will not impose the high environmental and congestion costs on Fowey that they do at present. Additional tourists (additionality is highly likely here, as there is currently no way of seeing the riverside views that the new service will enable) will create seasonal jobs at both ends of the service (and potentially at any halt at Golant), while additional seasonal income will enable more businesses to stay open all year round, continuing to serve local communities also.

In addition, more job opportunities, more opportunities for training and personal development, and more access to services will be enabled by new cheap public transport all year round, on a route where there is currently no option other than driving a car or taking a taxi.

Transport benefits

Please provide an overview of the transport benefits that the project could deliver, with consideration of expected levels of demand (including assessments of population catchment areas), journey time savings and new journey opportunities created by the project. Please also outline how your project will integrate with other modes of transport such as cycle routes, local bus services and adequate station car parking facilities.

(Note: at this stage the expected transport benefits may only be qualitative, and if development of this is part of the feasibility/ideas work needed, please state this).

Journey time on the new service Fowey to Lostwithiel would be 30 to 40 minutes. A little longer than by car, but that is subject to finding parking in Fowey.

Catchment area at the Fowey end is Fowey town – nearly all within walking distance of the ferry slip. In the other direction, catchment comes from Lostwithiel itself, and by rail from further afield. Also, by car, subject to the car park being built.

We are creating a new North-South connection between Fowey and Lostwithiel and beyond; at present, there is no public transport service on this route, as the bus service from Fowey goes westwards towards St Austell.

For visitors, with parking at Lostwithiel, there could be a strong demand to go to Fowey and enjoy on the way the unique and stunning riverside view, which cannot be seen from the car. Increasingly, visitors will come on the main line from other parts of Cornwall and the SW and change at Lostwithiel. We would expect the growth in demand to be at least as great as the recent success of the Looe branch.

Finally, this project also fits in with much of the Fowey Neighbourhood Plan, referred to in more detail in the supporting e mail from the Mayor of Fowey in Section 9.
<http://www.foweyfuture.co.uk/>

Wider benefits

Please provide an overview of the wider economic benefits that the project could deliver, with consideration of additional job opportunities, improving access to key services and facilitating new development. Please also outline the anticipated environmental impact and/or benefits of the project. For example, does the project serve an area covered by an Air Quality Management Area.

(Note: at this stage the expected wider economic benefits may only be qualitative, and if development of these forms part of the feasibility/ideas work needed please state this).

The project will support a number of job opportunities relating to the provision of train, ferry and car park services.

In addition, by providing a new direct north-south link between Fowey (where bus and road connections are to the west at present) and Lostwithiel, the passenger railway would enable new connectivity, and the potential for new matching of people to jobs in both directions. Moreover, this new connectivity provides opportunities for people in both towns to access services not currently provided in either location, as well as further wider economic impacts that are likely to be generated.

By linking the tourist destination of Fowey with a car park at Lostwithiel (as well as passengers travelling into Lostwithiel by train), there are prospects for new developments and tourism opportunities in the latter - visitors would be encouraged to see Lostwithiel (an attractive market town in its own right, with one of the highest concentrations of listed buildings and structures in Cornwall) before or after using the train and ferry to visit Fowey.

The environmental impact of the service could be substantial. As a tourist destination with two access roads that fork from a junction with two main roads (one going north, the B3269, and one going west, the A3082), Fowey suffers from road congestion in both directions, with attendant air quality and carbon emissions. In addition, the car parking in the town is either up a steep hill, or along the narrow streets of the town, adding further to the air quality challenges. Removing a proportion of this traffic onto the railway and ferry would considerably improve local pollution, as well as reducing carbon emissions (and is likely to reduce road accident rates). The car park provision in Lostwithiel could include EV charging, potentially benefiting both tourists and residents.

Access to Fowey for the disabled would be improved by the new service. Parking or taking the train to Lostwithiel and transferring onto the train and ferry to Fowey - both of which should be wheelchair friendly - should enable a fully accessible visit to the two towns.

7. Project deliverability

What will be the impact of the project on the existing railway infrastructure and operations? Please set out the impact both during the construction phase and 'business as usual' once the work is completed.

The objective is to undertake all the works without affecting the china clay or main line rail traffic. A timetable study is proposed as part of the next stage of project development (if this bid is successful) to ensure that any proposed timetable does not conflict with current services.

At Lostwithiel, there is likely to be a requirement for access (both disruptive and non disruptive) to allow for any necessary rail infrastructure works (predominately track and signalling works) to be undertaken to allow the bay platform to be re-connected.

It is likely that any necessary works on the NR branch line to Fowey can be delivered with no or minimal disruption to freight services due to the low frequency of rail traffic.

On the Imerys tracks, there are changes that may need to be made to the unlocking posts and track alterations, and the construction of the platform at the Grassy Knoll, but these would be planned with Imerys and DB Schenker to fit in with the freight train operations.

No obstructions to river traffic is envisaged for the construction of the ramp at the Grassy Knoll.

Interventions in more detail:

At Lostwithiel, the service is proposed to operate from the redundant bay platform on the East side of the station. Despite the connection to this siding no longer being available, Network Rail have included passive future provision in their forthcoming signalling renewals programme for the West of England Main Line to enable this bay to be brought back into operational use (subject to funding being made available).

The existing track from Lostwithiel to Fowey runs along the west bank of the river Fowey, and is thought to be one of the most beautiful routes in the country. It is used daily by china clay trains, operated by DB Schenker. There are two level crossings which are very rarely used but might need to be upgraded for passenger train use. One is at the village of Golant, where there used to be a passenger halt. This could be rebuilt if there was a reasonable demand.

Some distance beyond Golant working southwards, the single-track ownership transfers from Network Rail to Imerys.

On the Network Rail infrastructure, there would be the requirement for new signals, new S&C and new plain line from the mainline into the bay platform to make it suitable for passenger use. It is assumed that the existing connection between the main line and the Fowey Branch would be used and again that some upgrades would be required to make it fit for mixed passenger and freight use. If successful in this bid a timetable study and assessment of likely infrastructure interventions will be assessed as part of the next stage of project development.

The Imerys section divides into four tracks, leading to two pairs of bottom dump unloading points complete with traversers for the removal of the empty wagons. There are unlocking posts to unlock the bottom dump doors on the wagons, and a weighbridge before the tracks split into four sidings. The wagon rake is divided into two by the locomotive shunting and each half rake is fed into one or other bottom dump clay unloader. The wagons are traversed to a parallel line and reformed into a train. The locomotive connects the two half rakes together before departing to Lostwithiel and beyond.

We have had several discussions with Imerys and DB Schenker over how to accommodate a three-car passenger train for periods long enough for loading and unloading passengers whilst the freight train shunting continues.

Imerys plans to change the technology for weighing the train, by moving to an in-line rail weighing system, rather than a traditional weighbridge. A detailed check will be required to see if the unlocking mechanism fouls a passenger train; if so, then a new mechanism would be required off the passenger train tracks in a new location. This would need funding as part of this project.

Any track alterations must also be achieved without affecting the rail freight traffic and will also need funding as part of this project.

It is our intention and part of this application that this passenger service can be achieved without affecting the rail freight traffic, and we are confident from discussions with DBSchenker and Imerys that this can be achieved.

Please provide an estimate of the proposed capital costs to deliver and operate this project?

Rail works

The total cost of the work required to upgrade the line for passenger services is £3.42 m.

The preliminary scope of works includes: -

1. Reinstatement of Platform 3 at Lostwithiel Station to accommodate the proposed service to Fowey complete with new signalling
2. The creation of a car park for passengers intending travel to Fowey by the reinstated service on the site of disused sidings at Lostwithiel Station
3. The upgrading of the permanent way from Lostwithiel Fowey Branch Junction to the NR boundary at 281 miles 59 chains – for a distance of 4 miles 7 chains.
4. The construction of a new platform at the Grassy Knoll to allow passengers from Lostwithiel to alight from and board trains
5. The upgrading of 2 level crossings, after Risk Assessment, to allow passenger trains along the line
6. Alterations to the track layout at the entrance to the Imerys port facility at Fowey

Item	Description	Cost/£
01	Car Park	250,000
02	Platform at Lostwithiel	100,000
03	Signals at Lostwithiel	500,000
04	Track	427,892
05	Level Crossings	500,000
06	Grassy Knoll Platform	250,000
	Direct Costs	2,027,892
07	Prelims	253,487
	Construction - Total	2,281,379
08	Design Fees	285,172
	Capital Cost before Risk	2,566,551
09	Risk	855,432
	Total	3,421,983

This is the cost of work to Lostwithiel Station and car park, track signalling and level crossing work and the platform at the Grassy Knoll, required to provide a permanent facility to operate passenger trains between Lostwithiel and Fowey. It should be noted that our original discussions with Nigel Blackler of Cornwall Council and Imerys in 2016/7 considered the works required for a temporary seasonal service. Based on Network Rail's current view of the scope of works, this estimate, priced at 4th Quarter 2020 prices, is for a far more substantial arrangement. The major cost centres are the permanent works to signalling and level crossings, suggested by NR.

These works will be carried out concurrently with NR's mandated maintenance and renewal programme for the line to ensure best value for money from the total expenditure.

Maritime works:

The cost of the ramp at the Grassy Knoll and two ferries with capacity of around 100 passenger each is estimated by Fowey Harbour Board at under £1m.

Total cost of project £4.2m.

If the ideas fund application is successful, we will investigate a variety of sources of funding, both private and public, for the various elements of the project described above.

Please provide an outline programme for the delivery of the SOBC, including estimated timescale from start to delivery. If the development of an outline programme is an aspect of the proposed feasibility work, please state this.

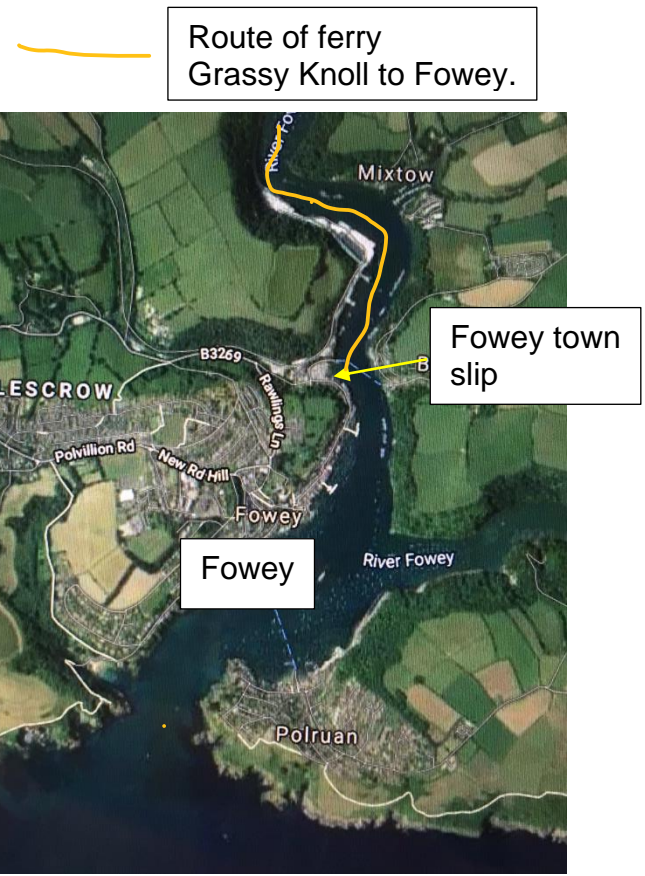
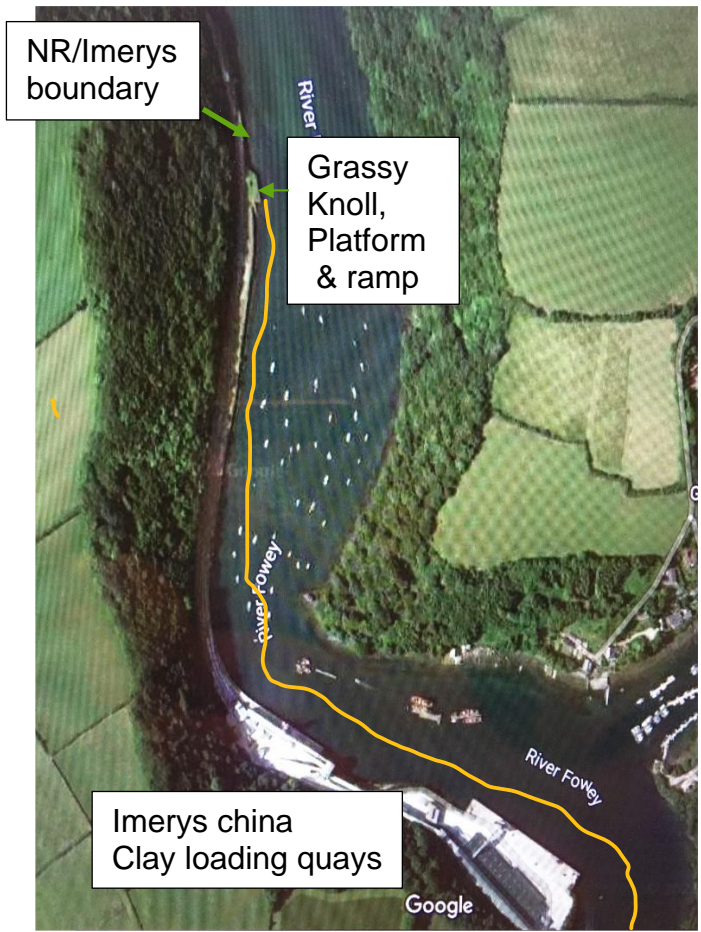
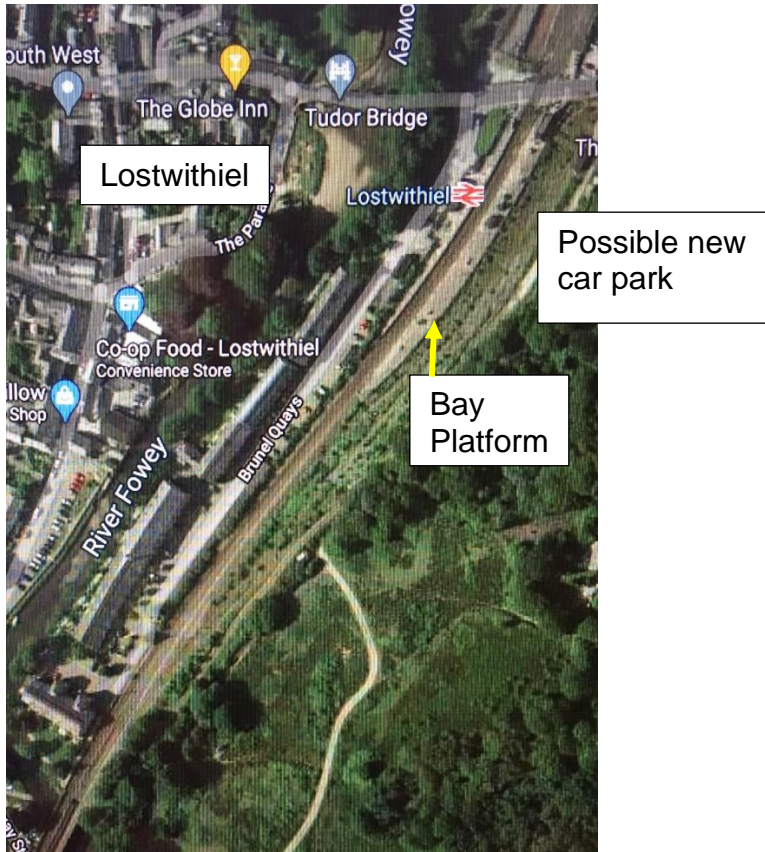
The timescale for delivery of the project will depend on the planning and other permissions that are required, or whether it can be done through permitted development rights.

Similarly, an early start might be possible if Platform 2 at Lostwithiel could be used initially, avoiding the need to open the bay platform.

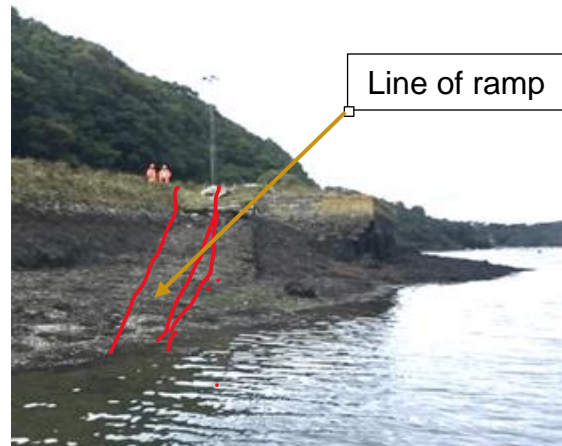
These and other issues would be investigated in the first study phase, but we can envisage the first passenger train running 12 to 18 months from the go-ahead.

8. Maps of your proposed project

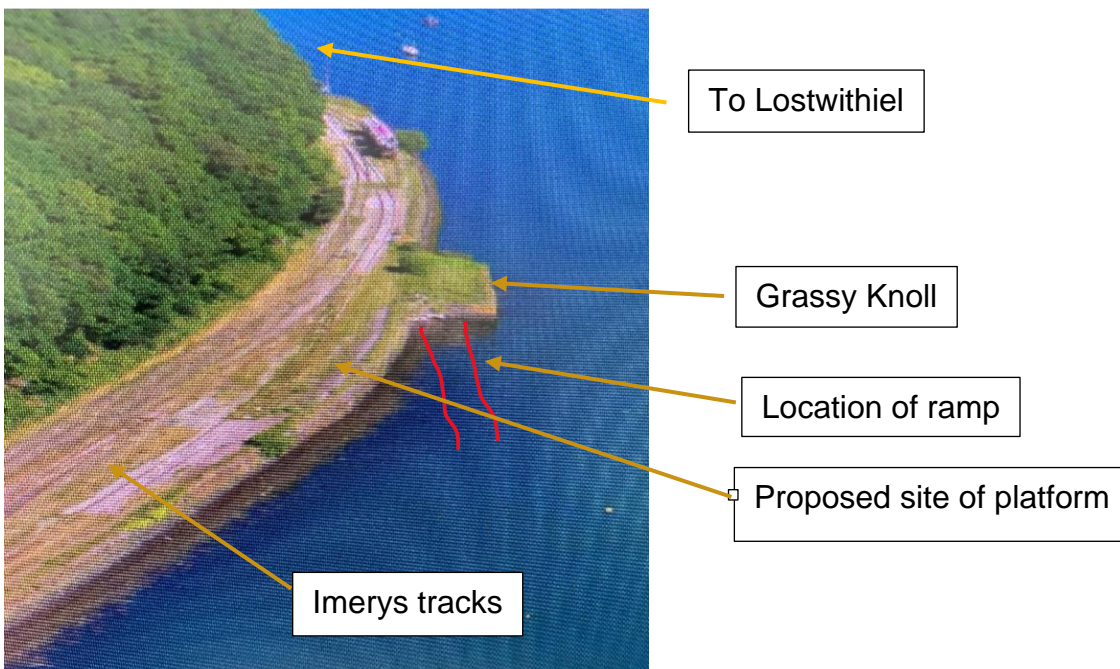
The following photographs give a summary of the route, the main work sites and other elements of the project.



Imerys – Network Rail track ownership boundary point



Site of concrete slip at low water; grassy knoll above





:

Passenger ferry at Padstow. Similar one proposed for the Fowey service. Passengers load and unload on the forward ramp onto a concrete ramp – at a slope of 1 in 8. Capacity planned around 100 pax.

9. Additional information request

Are you happy for DfT and its advisers to use the attached contact details to request further information regarding the application if necessary?	Yes
Do you consent to your contact details being added to a communications distribution list that would mean you are kept up to date on new developments related to this subject area?	Yes
Do you consent to the outline details of this proposal being published as part of communicating about the Restoring Your Railway Fund to stakeholders and the wider public?	Yes
Do you consent to the details of this proposal being shared internally and with approved third parties to facilitate the review and assessment of the proposal?	Yes

10. Checklist

Please ensure that all submissions to the Ideas Fund contain;

- ✓ A completed Ideas Fund application form
- ✓ A completed 'Additional information request' (Section 9)

Lostwithiel Town Council

From: Tim Hughes <tim.hughes@lostwithielcouncillors.org.uk>

Sent: 02 March 2021 21:17

To: Tony Berkeley <tony@tonyberkeley.co.uk>

Subject: RE: Fowey Branch line - application for funding from DfT restoring our railway fund

Dear Tony

Many thanks for your kind email which I have enjoyed and read with significant interest, and I took the liberty of forwarding it to Sheryll Murray, who is a strong ally of mine in Lostwithiel.

The potential of reopening the line to passenger use has been a long-held aspiration of mine, as I share the collective understanding of the social and economic benefits that this development could bring to the communities of Lostwithiel, Fowey, and indeed Golant.

Given the limited timescale involved, it is not possible for me to gain the formal endorsement of Lostwithiel Town Council for this response, or indeed for your application to the DfT, however I am confident that the Council when asked will recognise the benefits of the proposal. In this first instance I feel I should make clear that I write as Mayor of Lostwithiel, but not in representation of the Council's collective opinion. My tenure as Mayor will come to an end at the end of April, but I have been selected as the Conservative Candidate for the Lostwithiel division of Cornwall Council, and aim to continue my support and enthusiasm for the scheme if elected in May.

The proposed solution of a 'ride and float' operation to overcome the difficulties presented by a busy operational port facility had crossed my mind a while back, and I am encouraged by how far this has been progressed. It is to my mind an excellent move in the right direction and welcome news that all parties are in broad agreement and support.

I should like to take this opportunity to make the following comments and observations in no particular order.

1. I wonder if you have made the acquaintance of [Richard Burmingham](#) who heads up the Devon and Cornwall Rail Partnership, who have been heavily involved in promoting the revival of many of the branch lines in the South West. In my experience, he is very knowledgeable, connected, and I am sure would welcome the opportunity to contribute to this document.
2. I wonder in considering moving passengers from the proposed new station to Fowey, if the needs of disabled and wheelchair bound people had been considered and would perhaps point to the use of a vessel similar to that employed as the Rock – Padstow ferry, with the suggestion that this could berth at either of the slips at Caffa Mill. Highlighting that such levels of inclusion and accessibility had been considered at this stage of the planning, could only help the application.



3. Additional carparking on the sidings site at Lostwithiel has been a long-held aspiration of the Town Council, and I am aware that active consideration is being given to this by Cornwall Council in their wider consideration of reinstating a footbridge at the station. This would be widely supported by many in the Town, although there remain concerns about the additional traffic flows to and from the carpark.
4. The economic benefits to Fowey are of course significant, but I would suggest that there exists the potential for an equal and opposite flow of passenger traffic and economic benefits for Lostwithiel from Fowey. Lostwithiel's enviable status as an attractive and thriving market town, with one of the largest concentrations of listed buildings and structures in Cornwall make it is a destination in its own right. With a multitude of local businesses in and around the Town from antique shops and fine hospitality businesses, to the appeal of Duchy Nurseries and maybe the Gilyflower Farm project currently being proposed by Sir Tim Smit, there are as you are of course aware many reasons why passengers could not benefit from exploring both ends of the navigable river by train. I strongly believe that highlighting the benefits to both Towns will strengthen the case for reopening.
5. I should like to make you aware that the current plan for the replacement footbridge at Lostwithiel is to endeavour to provide a bridge which can at a later date incorporate lifts, and that this project is supported by a £ 100k Dft grant from the Access for All scheme which will enhance the accessibility to the station.
6. Lostwithiel Town Council continues to lobby for a connection to the National Cycle Network at Respryn and Lanhydrock, and a success here would by default also connect Fowey to the network, albeit by train!
7. I am a regular user of the Camel Trail towards Wadebridge from Bodmin and am very much aware of the dormant proposal to reinstate the railway to Wadebridge, with an element of timetabled services. Were both schemes come to fruition, it is not impossible to envisage a Fowey to Wadebridge service in the fullness of time.
8. As an observation, in your draft document, in section 8, map No1, has Lostwithiel significantly misspelt!

In conclusion, I thank you for the opportunity to contribute to this application and would welcome any feedback as it becomes available. If in the meantime I can be of any further assistance, please do not hesitate to ask.

Kind regards

Tim

Councillor Tim Hughes
Mayor
Lostwithiel Town Council

Fowey Town Council

From: ruth finlay <ruthfinlay@live.co.uk>

Sent: 05 March 2021 10:09

To: Tony Berkeley <tony@tonyberkeley.co.uk>

Subject: Fw: Re: FW: Fowey Branch line - application for funding from DfT restoring our

railway fund

Importance: High

Dear Tony

I am so sorry, but I have only opened your email today, I was not aware of the time constraints - as Sally has said, I have a month to pull a team together from the town and get quotes and complete a horrendous application form. I realise you are fighting this huge battle to restore a passenger train line - which you certainly have my support and Fowey Town Council and if it went public, the vast majority of the residents of Fowey.

Just in case you have not sent it off yet - the Fowey Neighbourhood Plan supports most of what you are suggesting; I have put a link to the site

<http://www.foweyfuture.co.uk/> click on the site, then on The Plan button, then the completed doc is at the bottom of that page The Fowey Parish Neighbourhood Plan- click on this to open.

Page 43 11.17 this says we need year long attractions to develop tourism and attract locals (of course with the knock-on effect on unemployment)

Page 46 11.28, 11.29 Supporting new business development/replacement of buildings etc

Page 47 11.30, 11.31, 11.33, 11.34 Transport - our current poor road links with stats. /poor access both within Cornwall and our links to outside Cornwall etc.

I would have thought you could 'copy and paste' the relevant sections?

Best of luck Tony, please get in touch with me about how this goes.

Ruth

Cllr Ruth Finlay
Mayor of Fowey
01726 832762
07429 516401

From: sallyvincent957@btinternet.com <sallyvincent957@btinternet.com>

Sent: 01 March 2021 12:05

To: Tony Berkeley <tony@tonyberkeley.co.uk>; ruth.finlay@live.co.uk

Cc: michael.byng@michaelbyng.com

Subject: Re: FW: Fowey Branch line - application for funding from DfT restoring our railway fund

Dear Tony

I appreciate that you have addressed your email to Ruth but as I am aware that she is working to a similar deadline to yourself in the preparation of a grant application I thought it would be helpful if I responded briefly to you.

From your application this looks to be a very exciting project and one that will clearly be of great benefit to Fowey for both social and economic reasons. I was one of the passengers when a special train was put on several years ago and we travelled along part of the route and, as you say, the scenery is stunningly beautiful; I am sure this would be an extremely popular service.

Due to the time constraints with your application, I will be unable to put this before Council at a formal meeting, but I can confirm that there is a historic FTC resolution to support the reinstatement of the line and I am confident that should the matter be before the members again their sentiments will not have changed.

I hope this is helpful and we wish you every success with the project.

Kind regards

Sally

Sally Vincent
Town Clerk
Fowey Town Council
Colcerrow Farm
Par
PL24 2RZ
01208 871159

Fowey Chamber of Commerce

Hi Tony

Thank you for your email and apologies for the late response.

On behalf of the Chamber of Commerce Sinead and I would be delighted to support this potentially very exciting scheme. Fowey experienced significant issues with availability of vehicle parking for visitors last summer, impacting local businesses whose customers were not able to park for pre booked events and residents who found parked cars creating hazards on their streets. We have just recently restarted talks with both Lankelly Fowey RFC and Fowey River Academy about running seasonal overflow car parking on their sites but both schemes would still encourage additional cars through our small town. One of the advantages of train passengers coming in the Caffa Mill side of the town would be to take the pressure off the other end of town for arrival and exit.

There are currently discussions underway between Chamber, Fowey Town Council and Cornwall Council, with the support of our Councillor Andy Virr and the Harbour Office to see whether funding can be obtained to reimagine and revitalise the centre of Fowey in order to improve the street scene and visitor experience, in particular in respect of pedestrians which is of course what rail passengers would be. This project is in very early stages but if successful, would link in with the Harbour Office's plans to revitalise the Caffa Mill area once the imminent devolution from Cornwall Council has taken place. This offers huge economic benefits to businesses based in that area who might currently not benefit from footfall concentrated around the centre of town and could be a really exciting part of Fowey's regeneration.

Although we can see that the infrastructure required to support the reintroduction year of a railway station could be considerable (not least because of the issues with Imerys which you highlight) it really would be a wonderful and sustainable way of getting visitors into and out of Fowey, carrying an appeal of its own in terms of the standalone experience of then getting a ferry to and from the town.

I hope this is of assistance. Given the late response, if you need anything else from us please do feel free to give me a call on 07980 311646.

Kind regards

Victoria

Sent from my iPhone

Bodmin and Wenford Railway

Thank you for sharing this interesting application.

It has an appeal, particularly I would think for Tourists, for whom the transfer from rail to ferry as part of their journey into Fowey would add to the “experience excitement” and would find favour with day visitors arriving by train at Lostwithiel.

It's comparable with the Paignton & Dartmouth railway's journey to the latter.

Great for Tourist market, but less so for community/commuter types. My perception is that they prefer to take their seat at the start of the journey and not have to move, transferring between rail and ferry – and especially when wet – as a necessary component of the journey.

I did not notice anything about parking at Lostwithiel, and that's at a bit of a premium isn't it? You may have covered this, and I missed it, I have had to read quickly to be able to give you my response. I suspect the good Burghers of Lostwithiel would prefer people using their town car parks to stay and spend their tourist pounds there rather than Fowey.

Notwithstanding these immediate thoughts, I think it is definitely a “if you build it, they will come” scenario.

You say that with the closing of tomorrow's deadline, that that'll likely be the end of the DfT programme. Am I to take from this that our Bodmin based schemes have withered on the vine?

I must apologise for the lack of contact from me these past 3 months or so, I seem to be spending all or part of everyday dealing with Bodmin Railway matters – mainly centred around our immediate survival to reopening but also short term – 5 year – projects.

Must dash, I am down at the Workshops today helping with the painting of one of our coaches.

Good luck with your application

In haste

Nick

Fowey Town Forum

Department for Transport

1 March 2021

Dear Sirs

Restoring Your Railway: Ideas Fund Application – Fowey

I am chair of the Fowey Town Forum ("Forum"), a not-for-profit organisation whose members include representation from Fowey Town Council, Cornwall Council and various local bodies like the Chamber of Commerce, the Fowey Festival of Arts and Literature and the Fowey Royal Regatta.

The objectives of the forum include the promotion of social, cultural and economic development of Fowey for the benefit of its inhabitants, to promote its history, heritage and culture, and to seek ways of enhancing and preserving the attractiveness of Fowey.

The proposal to restore the passenger service along the existing freight-only line between Lostwithiel and Fowey is very exciting and is fully supported by the Forum.

Not only could it enhance tourism in both Fowey and Lostwithiel, but one could also imagine various spin-offs, like for example, a railway cafe and a heritage museum.

We feel that such a restoration would not only help present visitors and community members to gain access in and out of Fowey, as well as attracting many new visitors and it would be a tourist attraction in its own right. Fowey is an attractive tourist destination, but it is served by narrow, congested roads and this deterrent to visitors would be obviated by an efficient, low carbon and speedy scenic rail route.

Lostwithiel would also benefit from additional visitor footfall, where they could wander the Antiques Capital of Cornwall before boarding the stirring scenic railway for the trip along the estuary to the Port of Fowey at its mouth, and the final leg by ferry. The proposed parking at Lostwithiel would also assist with some of Fowey's parking issues.

Such a service could be a national attraction (possibly even joining forces with the Bodmin and Wenford Railway for mutual benefit) being of interest to not only Railway enthusiasts, but historians, families and visitors of all ages.

The Forum would hope that this application is looked on favourably

Yours faithfully

Melissa Hartwell

Devon and Cornwall Rail Partnership

Dear Tony,

Thanks for your e-mail. It's a very interesting proposal and you can certainly put us at the Devon & Cornwall Rail Partnership down as supporting it.

Very neatly tackles the issue of not being able to have a passenger platform at Carne Point or get past that to the old station site. Would be a very pleasant trip.

Through working from the Bodmin & Wenford would, of course, take a lot of working out, particularly given the two trains each way per hour on the mainline.

Good luck with the bid.

Best wishes,

Richard

Richard Burningham,
Manager, Devon & Cornwall Rail Partnership.

An email or letter from the MP(s) confirming bid sponsorship

✓

From Sheryll Murray MP

- ✓ Dear Tony
- ✓ I'm happy to add my name in support of this.
- ✓ Best wishes
- ✓ Sheryll.
- ✓
- ✓ Sent from my iPhone
- ✓
- ✓ > On 2 Mar 2021, at 08:06, Tony Berkeley <tony@tonyberkeley.co.uk> wrote:
- ✓ >
- ✓ > Dear Sheryll, this is very kind of you. Attached is the draft done in a great rush. I would really appreciate including your name in the application. Do let me have any comments on the draft...Imerys are supportive too!
- ✓ >
- ✓ > Best wishes Tony
- ✓ >
- ✓ > Please note my new e mail address tony@tonyberkeley.co.uk
- ✓ > @tonyberkeley1; www.tonyberkeley.co.uk; 07710431542, 01720 423954
- ✓ > -----Original Message-----
- ✓ > From: Sheryll Murray <smurrayuk@gmail.com>
- ✓ > Sent: 01 March 2021 19:39
- ✓ > To: Tony Berkeley <tony@tonyberkeley.co.uk>
- ✓ > Subject: Lostwithiel to Fowey rail
- ✓ >
- ✓ > Dear Tony
- ✓ > I know that you have been speaking to Steve Double. I would be very happy to support. Please do get in touch if this would help.
- ✓ > Best wishes
- ✓ > Sheryll.
- ✓ >
- ✓ > Sent from my iPhone
- ✓ > <rs210225 passenger service on Fowey branch line. Application scope
- ✓ > for DfT Ideas Fund reversing beeching.docx>