

KERNOW CONNECT

A NEW RAIL LINK FOR INDUSTRY AND PASSENGERS A prosperous net-zero future for Cornwall



Concept: A new, fast main line from Okehampton to Bodmin along the A30 transport corridor

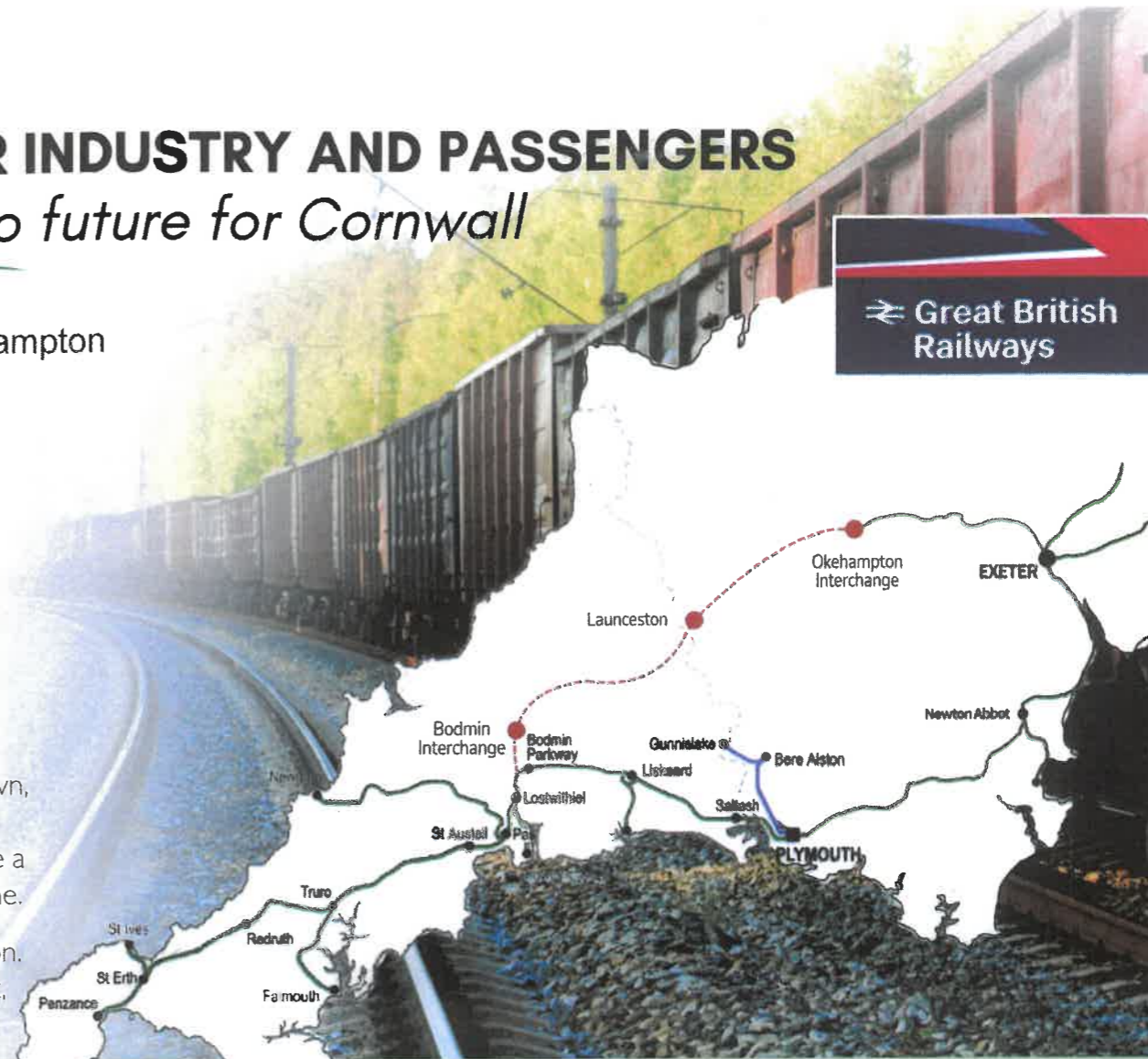
Why?

The existing main line into Cornwall is slow, indirect and unable to carry heavy freight. Much of the county remains poorly connected, most notably North Cornwall where rail access is severely limited.

Proposal:

A railway leaving Okehampton, keeping to the north of the A30, passing through a tunnel under Sourton Down, crossing the A30 and the Tamar on a viaduct before entering a new Launceston station near Pennygillam. The line would then continue along the A30 corridor, across Bodmin Moor using tunnels where needed, and serve a new interchange-style Bodmin station to the east of the town. From there it would rejoin the Cornish main line.

In addition, the existing line from Exeter to Okehampton would be upgraded, improving services in East Devon. The whole line would be 125mph, electrified and able to carry a mix of fast passenger trains and heavy freight, including 9'6" containers (W12 gauge).



Direct Benefits

- Journey times between Exeter and Bodmin would be more than an hour shorter. Assuming the line to Exeter is electrified and improved, a journey time from London to Truro of 2½ hours is achievable.
- Opens Cornwall to heavy rail freight for the first time.
- Achieves modal shift from road to rail, essential for transition to net zero. One freight train would take up to 129 HGVs off the A30 and emit 76% less CO2/tonne.
- Gives 72,000 people in North Cornwall access to mainline stations for east/west travel, opening the area to economic development opportunities through improved connectivity.
- Provides transport resilience against future issues with the coastal route in South Devon and a second rail crossing of the Tamar mitigates future risk concerning the historic Royal Albert Bridge.
- Frees capacity on the existing line for metro-type services to Plymouth.

Economic Benefits

- Significant productivity improvements across the whole of Cornwall.
- Facilitates strategic development such as mining (tin and lithium), regional freight distribution and better utilisation of the deep-water port at Falmouth.
- Enables new commercial and residential development.
- Opportunity to grow "green" tourism in support of the transition to net zero.
- Would drive consequential improvements to the line between Exeter and Reading benefitting the broader South West region.

Benefits to Plymouth

- Creates additional capacity for InterCity traffic on existing line.
- Permits a metro-style service on the existing line through Devonport to support commuting and commercial growth.
- Improves business case for reopening rail line from Tavistock to Okehampton.
- Facilitates economic growth in the whole South West Region.

Financial Case

Initial estimates indicate that the business case would be comparable with other rail projects, such as Northern Powerhouse Rail, leading to a similar significant regional re-balancing. Indicative calculations suggest a Benefit Cost Ratio (BCR) of >2.0 could be achieved in support of this proposal.



Regional Rebalancing ✓



Economic Growth ✓



Transition to Net Zero ✓