

OkeXRail Board

Okehampton/ Exeter Rail Services High Level Delivery Options for Train Operation

- for early reinstatement of services on existing track/ infrastructure.

For all scenarios below, it is assumed that the OkeXRail Board will commission the service & set the specification, fares, timetable etc.

Key: **R** = Revenue cost issue; **C** = Capital Cost Issue

Option		Pros	Cons
1.	SWT to use existing train stock for early am peak/ late pm peak services only to Exeter	May be a lower cost option. R Likely to provide some direct trains to London (Waterloo)	May not meet community aspirations for a regular all-day service to Exeter
2.	SWT to use additional trains to provide a regular all day service to Exeter	Meets community aspirations for a regular all-day service to Exeter. Likely to provide some direct trains to London (Waterloo)	Higher cost than part day service R
3.	GWR to use existing stock by redeploying trains to provide some services to Exeter	Part of the overall GWR train network; better management of connections with other services.	May not meet community aspirations for a regular all-day service to Exeter
4.	GWR to use existing train stock to provide a regular service to Exeter	Meets community aspirations for a regular all-day service.	Higher cost than part day service R
5.	BARS using new stock to operate to Exeter (existing stock is not capable of operating > 25 mph to Exeter)	Meets community aspirations for a regular all-day service to Exeter	Higher cost than operating to Yeoford R
6.	BARS using new stock to operate to Yeoford to connect with Exeter	Likely to be a lower cost option R . Higher frequency is possible (compared to operating to	Needs Yeoford station enhancements before trains can stop there: significant capital cost required to enable station to be used by Okehampton trains C .

	Barnstaple trains	Exeter) for the same amount of train resources and cost	Ideal solution would be (costly) remodelling platform and track to enable cross-platform transfer; otherwise transfers will via existing road bridge or new footbridge (not ideal) C May not meet community aspirations for a regular all-day service to Exeter
7.	New train operator set up managed/ overseen by this group to operate to Exeter	Possibly more control over service specification, quality, etc.	More onerous management structure and costs required to meet stringent ORR rail operating rules C&R
8.	New train operator set up managed/ overseen by this group to operate to Yeoford	Likely to be a lower cost option compared to operating to Exeter. R Higher frequency is possible (compared to operating to Exeter) for the same amount of train resources and cost	May not meet community aspirations for a regular all-day service to Exeter Needs Yeoford station enhancements before trains can stop there: significant capital cost required to enable station to be used by Okehampton trains C Ideal solution would be (costly) remodelling platform and track to enable cross-platform transfer; otherwise transfers will via existing road bridge or new footbridge (not ideal) C More onerous management to meet stringent ORR rail operating rules
9.	For any of the above options, to request DfT to authorise GWR to “gift” two class 143 (Pacer) or 153 units to the Okehampton Community Rail Group, for another operator to operate and maintain whilst the trains remain under the group’s ownership.	These trains could be operated/ maintained by any of the above operators. This arrangement is likely to secure the lowest cost option for operating services (whether to Yeoford for to Exeter) R These trains are due to leave the franchise in 2018 and are seen to be not worth retaining in national franchises as the cost of converting to meet 2020 access regulations is seen as not economically viable.	In the long term these trains will need replacing C Exemption from 2020 access regulations will be needed from DfT and ORR (it is understood this is feasible). C

		These train units have relatively low maintenance costs (and GWR's Exeter depot is used to maintaining these trains) R	
10.	Any variation and mix of the above.	<p>E.g.</p> <ul style="list-style-type: none"> - may reduce costs by using trains in "down time", i.e. - SW Trains to operate peak services; GWR to operate off-peak; or BARS to operate some services and another operator others? R - start by operating e.g. 4 trains a day to start with? R - Take active steps to build Okehampton East halt as soon as daily services recommence C 	