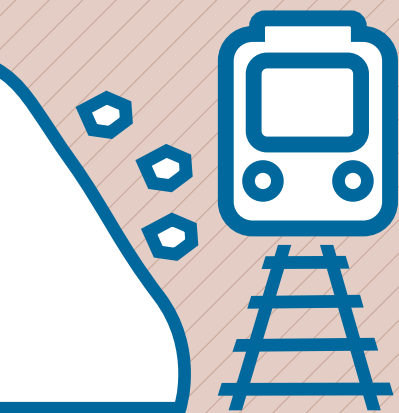


Consultation update 2020

Parson's Tunnel to Teignmouth **Resilience** Project





“I want the railway to be stronger, but not lose beach.”

Earlier this year, we consulted on updated plans to protect a vital 1.8km stretch of railway between Parson’s Tunnel, near Holcombe, and Teignmouth.

The line, which is bordered by steep cliffs on one side and the sea on the other, is at risk from cliff falls, landslips and damage caused by extreme weather which is set to increase as climate change takes hold.

Our plans would realign the railway to make room for corrective measures to stabilise the cliffs, and protect the railway from the sea, improving resilience for the line which connects the South West to the rest of the UK.

The proposals mean more of the beach would be retained, with improved leisure access and amenities including new, fully accessible coastal walking routes.

Consultation activity

Between 20 January and 1 March 2020, we held 11 community events at venues in Holcombe, Dawlish, Dawlish Warren, Teignmouth, Newton Abbot, Torquay and Exeter, which were attended by 2,840 people. A 10m long, 1:200 scale model of the scheme was on display to help us explain the updated design.

We also held an event for students and staff at Plymouth University, attended tourism summits in Devon and Cornwall and raised awareness among passengers through promotion of the consultation on trains and in railway stations, as well as through the media, our website and social media.

A dedicated webpage, which featured a flythrough video of the proposals, received 4,670 visits during the six-week period. We reached 208,710 people through 58 posts on Facebook and Twitter.

We received 1,605 responses from the public and stakeholders via events, post, email and our consultation website.

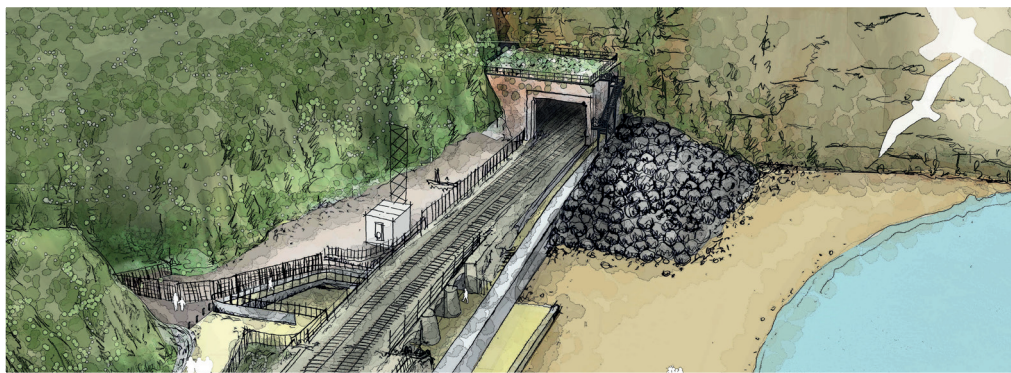
Outcomes

The 2020 consultation saw an increase of more than 1,200 attendees and 1,100 responses compared with the first round in 2019.

This increase reflects the growing public interest in the scheme, particularly from residents of Teignmouth and Holcombe.

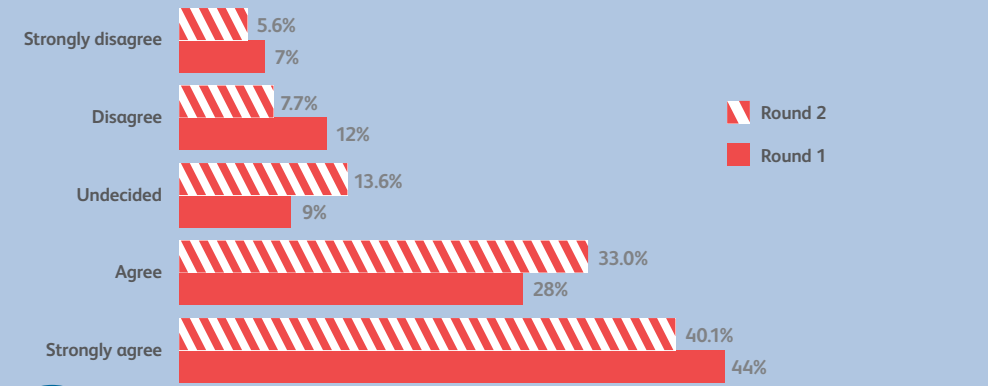
While there remains strong support for making the railway more resilient, the increase in responses from daily and weekly visitors to the coastal path directly correlated to the increase in people who strongly disagreed with the scheme design.

“I am concerned about the short and long term impact to the environment both during the construction period and once work has completed.”



Feedback summary

Do you agree that the railway between Parson's Tunnel and Teignmouth needs to be more resilient?

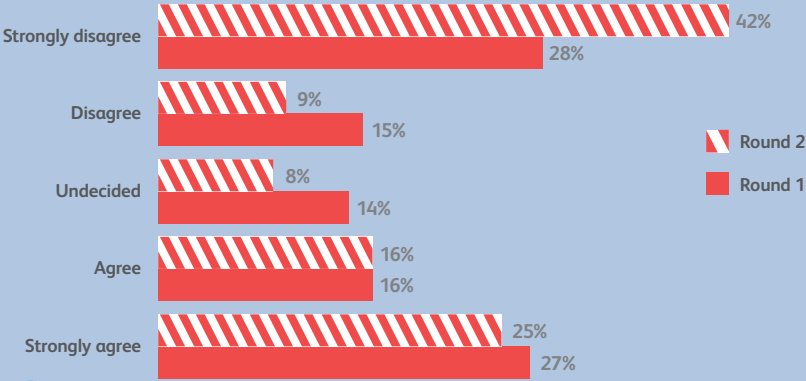


73%

of people agree/strongly agree that the railway between Parson's Tunnel and Teignmouth needs to be more resilient, rising by **1%** from the consultation in 2019. Additionally, those that disagree/strongly disagree fell from 19% in 2019 to **13%** in 2020.

- More than half of respondents (**67%**) visit this section of the coast on a daily or weekly basis.
- Support for the creation of the new coastal path and amenity has remained largely stable, with **54%** of people in support/strong support.
- **82%** of respondents in 2020 said they used this section of the railway sometimes or frequently.
- There is strong support to increase railway resilience across all rail users, regardless of the frequency of travel.
- Those who travel by rail most frequently show strongest support for the scheme. However, there is also disagreement with the proposals regardless of the frequency of rail travel.
- The most frequent visitors to this section of the coast show higher levels of opposition to the scheme. Those who visit less frequently are more likely to show strong support for our plans to improve resilience.

Do you agree with Network Rail’s plans to improve resilience of the railway between Parson’s Tunnel and Teignmouth?



41%

of people agree/strongly agree with our proposals to make the railway more resilient. However, in 2020 there has been an **8%** increase in those who disagree/strongly disagree (51%).

“What is the impact going to be on Teignmouths beach? How is this plan environmental friendly... Surely a cleverer solution can be designed with lower environmental impact. Is this really the best design?”

“The work needs to be more sympathetic to people and the environment preserving both the beach and the sea wall.”



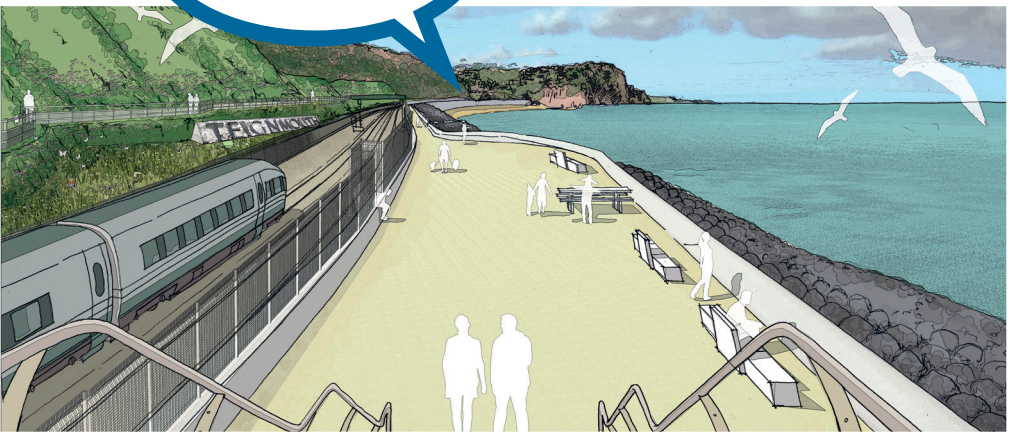
Key themes

The 2020 consultation asked consultees to provide further comments on the plans and/or give feedback on how they could be improved. More than 2,100 comments were received; the most common themes were:

- Justification for the scale of the scheme
- Loss of beach
- Impact on the environment
- General appearance of the scheme
- Loss of heritage features, including the sea wall
- Concerns about the use – and amount – of concrete
- Impact on the local economy
- Importance of the railway to the area
- Concerns around the Transport and Works Act Order process, including timing of consultation, Environmental Impact Assessment and Environmental Statement
- Impact on coastal processes
- Duration of the work and public access to the sea wall and beach during construction
- The appearance and safety of the design at Smuggler's Lane
- Method of transporting materials to site
- Support for the scheme and a desire for it to happen quickly.

“These plans are like using a sledgehammer to crack a nut. If the cliffs need to be made stable a way should be found to do this without moving the line.”

“Latest plan looks a brilliant compromise. Well done!”



“

I strongly support Network Rail's intentions to make this section of line more resilient. Clearly the concerns of users of Holcombe and Teignmouth beaches are important, but the wider significance of this railway line for everyone west of Exeter must be paramount. The line has huge economic importance, and also social significance. The ability of people to travel freely for leisure and other family reasons is vital.

”

Next steps

We received some good and considered feedback from our consultation, which can positively influence our plans, and it is important that we get this significant scheme right.

As a result of the feedback, we are now refining the plans even further with a view to sharing these revisions with the public next year. We'll now spend the next few months working through this detail; once we have our refined plans, we will schedule a further round of public consultation in 2021.

This means that we won't be applying to the Secretary of State for a Transport and Works Act Order (TWAo) this year. We will only seek permission to carry out the work when we've done this further engagement.

Environmental implications

A full Environmental Impact Assessment (EIA) is being undertaken and will be presented in an Environmental Statement as part of our application for a TWAo.

This will identify any significant short and long-term impacts on the environment and include measures to reduce or manage them, such as opportunities for habitat creation to allow existing or new species to thrive.

Any part of the assessment already completed will be reviewed in line with any proposed changes to the scheme.

We will also submit a detailed report which summarises, and responds to, the comments made during the consultation.

Want to find out more?

All the consultation information and documentation remains on our website for your reference. Full details of the consultation findings are available in our interim consultation report, along with all the written feedback given, at:

networkrail.co.uk/teignmouth

Please note, this report summarises how the latest consultation was handled and the responses that were received. It does not include our response to them though. This will be included in a further consultation report, when all consultation activity is complete.

Contact us:

Email:

SouthWestRRP@networkrail.co.uk

Call our 24-hour National Helpline on

03457 11 41 41

Follow us on **Facebook** and **Twitter**

@SouthWestRRP



The comments in this leaflet were submitted during the consultation period. They are verbatim with no changes to spelling, punctuation or grammar in order to faithfully reproduce what was submitted.