

The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

The Network Rail (Parson's Tunnel to Teignmouth Resilience) Order

Consultation Report (Round 2: 20 January – 1 March 2020)



The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

South West Rail Resilience Programme

**Parsons Tunnel to Teignmouth Resilience Consultation
Report (January – March 2020)**

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The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***Contents**

1. INTRODUCTION AND BACKGROUND	4
1.1 Overview of the Scheme	4
2. SCHEME REVISIONS.....	5
2.1 Revisions to the Scheme following consultation in 2019.....	5
3. SECOND ROUND OF PUBLIC CONSULTATION	6
3.1 2020 Public Consultation	6
4. CONSULTATION ANALYSIS.....	8
4.1 Comparison of the 2019 and 2020 Consultation results	8
5. RESULTS SUMMARY AND KEY THEMES EMERGING.....	17
5.1 Summary of the 2020 Consultation results	17
5.2 Themes emerging.....	17
6. NEXT STEPS	28
APPENDICES	29
Appendix A	29
Appendix B	38

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

1. INTRODUCTION AND BACKGROUND

1.1 Overview of the Scheme

- 1.1.1 Network Rail recognises the importance of early and active engagement with both statutory and non-statutory consultees in developing a Scheme design that best fits the social and environmental needs of the local community while meeting the requirements to protect the railway.
- 1.1.2 As part of the Transport and Works Act 1992 (The TWAO) process, Network Rail undertook a second round of public consultation for improving resilience of the railway between Parson's Tunnel and Teignmouth in South Devon from 20 January to 1 March 2020. The objective of the public consultation was to help identify the views of residents, passengers, tourists, businesses and communities on the proposed works.
- 1.1.3 The resilience works include shoring up a 1.8km section of railway between Parson's Tunnel and Teignmouth, which is bordered by steep cliffs on one side and the sea on the other. Network Rail is proposing to realign the track to make room for corrective measures to stabilise the cliffs and protect the railway for future generations. Network Rail intends to reclaim a strip of land seaward of the existing seawall to allow cliff stabilisation works to be installed between Parson's Tunnel and Teignmouth.
- 1.1.4 Feasibility studies with early concepts were presented to the public in 2016 via various forums, including the Teignbridge Locality Committee. The Holcombe Residents Association were made aware of the Scheme when Network Rail were invited to present to them in April 2018. From 10 June to 15 July 2019, the first round of public consultation took place in the Dawlish, Holcombe and Teignmouth area. This was widely publicised in the media and online. It featured community events in and around the local area to provide more information about the proposal to local people, an opportunity for them to ask questions and express their views. Network Rail continued to refine the proposal as a direct result of all the public and statutory feedback received.
- 1.1.5 The first round of public consultation included 10 public drop-in events in and around the local areas and leafleting at stations across the South West rail network.
- 1.1.6 A total of 454 people responded to the first consultation which showed majority support for increasing the resilience of the railway (72%). However, views on the proposed Scheme were evenly split (43% for,

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)*

43% against).

2. SCHEME REVISIONS**2.1 Revisions to the Scheme following consultation in 2019**

- 2.1.1 Following the first round of consultation in 2019, Network Rail has continued to work closely with local government; law enforcement and rescue services; walking, cycling and disability groups; and environmental and maritime organisations including Teignmouth Harbour Commission, Teignmouth Town Council, RNLI, Maritime and Coastguard Agency and Save The Beach campaign group, to strive to reflect the needs of the Devon and Cornwall community and businesses within the proposed development.
- 2.1.2 Based on the comments received during public and statutory consultation throughout 2019, the Scheme was revised in several ways. The following design amendments have been incorporated into the proposed development:
- Footbridge deck, ramp and stairs widened to 3m;
 - Landward permissive footpath widened to 3m;
 - Four stepped access points to the beach have been added, replicating the current number of stepped access points; and
 - Inclusion of a stepped landing area within the central revetment to enable seaborne recreational users e.g. swimmers, kayakers etc. to exit from the water in an emergency (across the whole tidal range).
- 2.1.3 In addition, the following suggestions from the first round of consultation in 2019 are being investigated as the Scheme is further developed:
- Provision of additional viewing areas linked to the landward permissive footpath;
 - Landscaping of the buttress structures;
 - Provision of ecological habitats on the landward side of the railway;
 - Options for the future use of the amenity area adjacent to Smugglers Bridge;
 - Alternative routes for cycling between Holcombe and Teignmouth; and
 - Colour and finish of the proposed new seawall and promenade surfacing.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

- 2.1.4 Landscaping will form part of the final plan. We will continue to consult with the relevant agencies, such as Natural England and The Royal Society for the Protection of Birds (RSPB) , to identify species that will encourage habitat development.
- 2.1.5 The provision of seating and lighting will be considered in conjunction with feedback from statutory consultees who have responsibilities for public services and safety.

3. SECOND ROUND OF PUBLIC CONSULTATION

3.1 2020 Public Consultation

- 3.1.1 The second round of consultation took place in the Dawlish, Holcombe and Teignmouth area (the redline boundary for the consultation) with further events and promotion across the South West. It was widely publicised via:
 - Adverts in the local print media; the Exeter Express & Echo (9 and 16 January 2020); the Torquay Herald (8 and 15 January 2020) and The Cornishman (9 and 16 January 2020).
 - Online announcements on the project's Facebook and Twitter accounts @SouthWestRRP.
 - A door-to-door flyer drop-off 16,000 residents with the red-line consultation boundary.
 - A follow-up letter delivered via Royal Mail to these residents in response to comments that some people had not received the flyer.
 - Approx. 3,000 flyers were handed out to passengers at Exeter Central, Exeter St. David's, Exeter St Thomas, Plymouth, Dawlish, Teignmouth, Newton Abbot, Penzance and Torquay railway stations.
 - Banners on Newton Abbot, Teignmouth and Dawlish stations, and four at various points on Holcombe beach.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)*

- 3.1.2 The consultation featured 11 community events to provide more information about the proposals to local people, which gave them an opportunity to ask questions and express their views.
- 3.1.3 More than 2,840 members of the public attended consultation events between 20 January and 1 March 2020 at the following locations:

Location	Date	Time	Attendees
Dawlish Warren	20 January 2020	16:00 - 20:00	115
Teignmouth	21 January 2020	16:00 - 20:00	489
Newton Abbot	22 January 2020	12:00 - 16:00	109
Holcombe	23 January 2020	12:00 - 16:00	208
Torquay	24 January 2020	12:00 - 16:00	116
Holcombe	3 February 2020	16:00 - 20:00	232
Exeter	4 February 2020	16:00 - 20:00	105
Newton Abbot	5 February 2020	16:00 - 20:00	88
Teignmouth	6 February 2020	12:00 - 16:00	284
Dawlish	7 February 2020	12:00 - 16:00	288
Teignmouth	10 February 2020	15:00 - 19:00	806

Table 1: Public consultation events 2020

- 3.1.4 In addition to the community events, Network Rail took stands at two trade events for tourism businesses: the Cornwall Tourism Summit in Newquay on 28 January 2020 and the West Country Tourism Conference near Exeter on 5 February 2020. The events had a total of approx. 800 attendees.
- 3.1.5 An information event was held for approx. 200 students and staff at Plymouth University on 17 February 2020.
- 3.1.6 The response leaflet was handed out to passengers on peak time trains between Exeter and Penzance on 24 and 25 February 2020.
- 3.1.7 A total of 1,605 responses were received via paper and online forms, email and letters.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

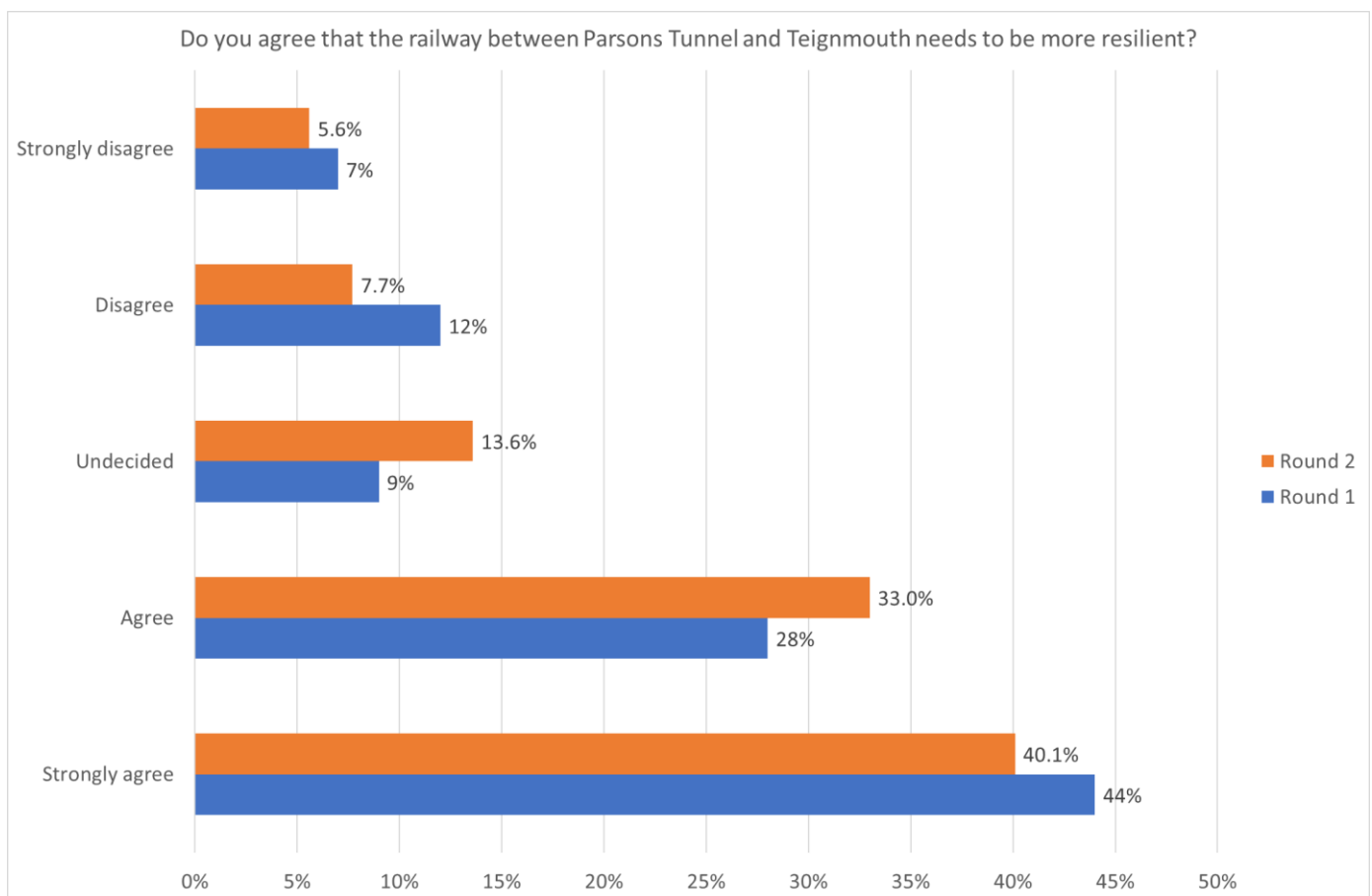
3.1.8

4. CONSULTATION ANALYSIS

4.1 Comparison of the 2019 and 2020 Consultation results

4.1.1 Public Responses

Figure 1: Do you agree that the railway between Parsons Tunnel and Teignmouth needs to be more resilient?



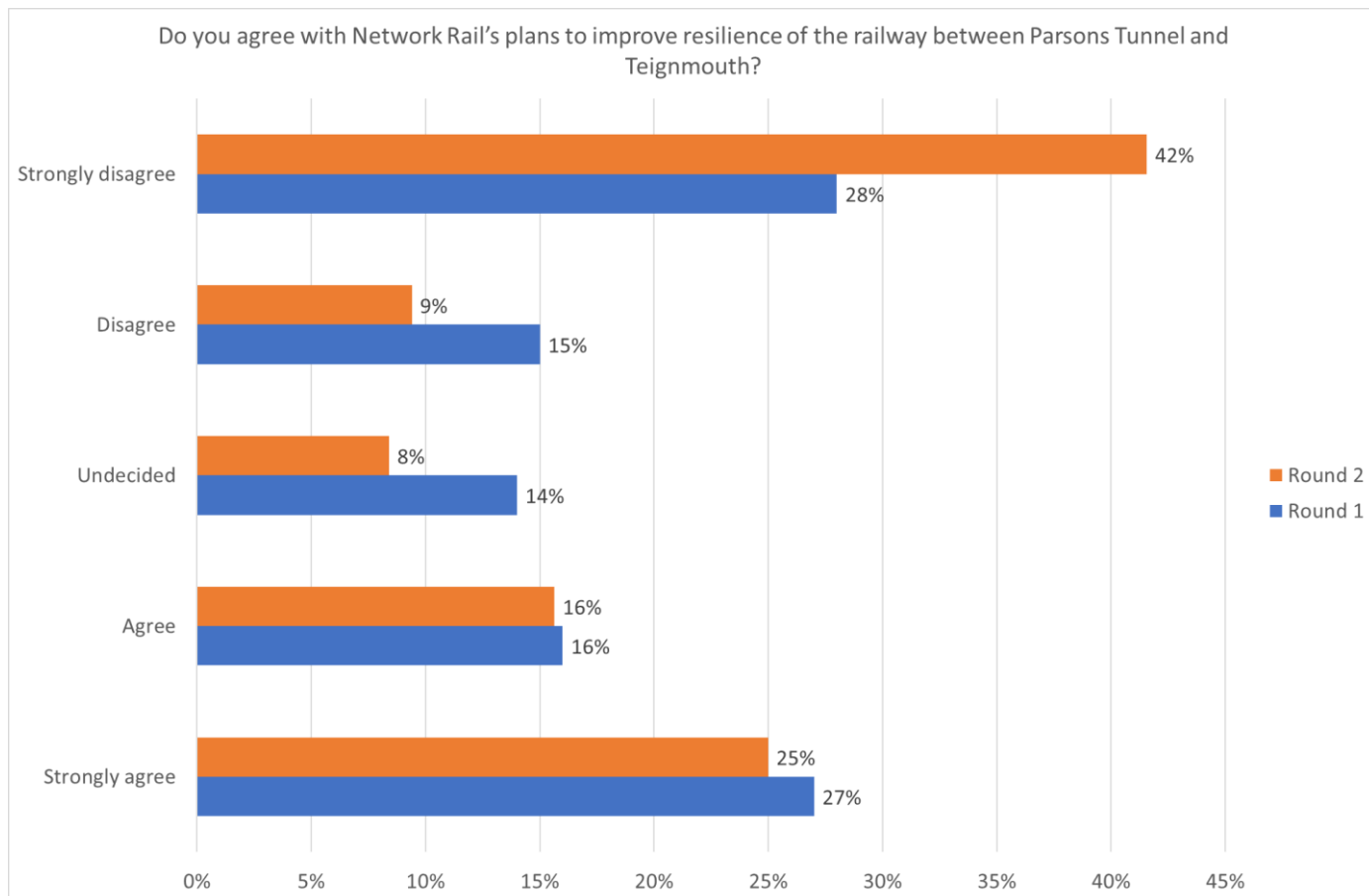
73% of people agree/strongly agree that the railway between Parson's Tunnel and Teignmouth needs to be more resilient, increasing by 1% from the consultation in Summer 2019. Additionally, those that disagree/strongly disagree decreased from 19% in summer 2019 to 13% in 2020.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Figure 2: Do you agree with Network Rail's plans to improve resilience of the railway between Parsons Tunnel and Teignmouth?



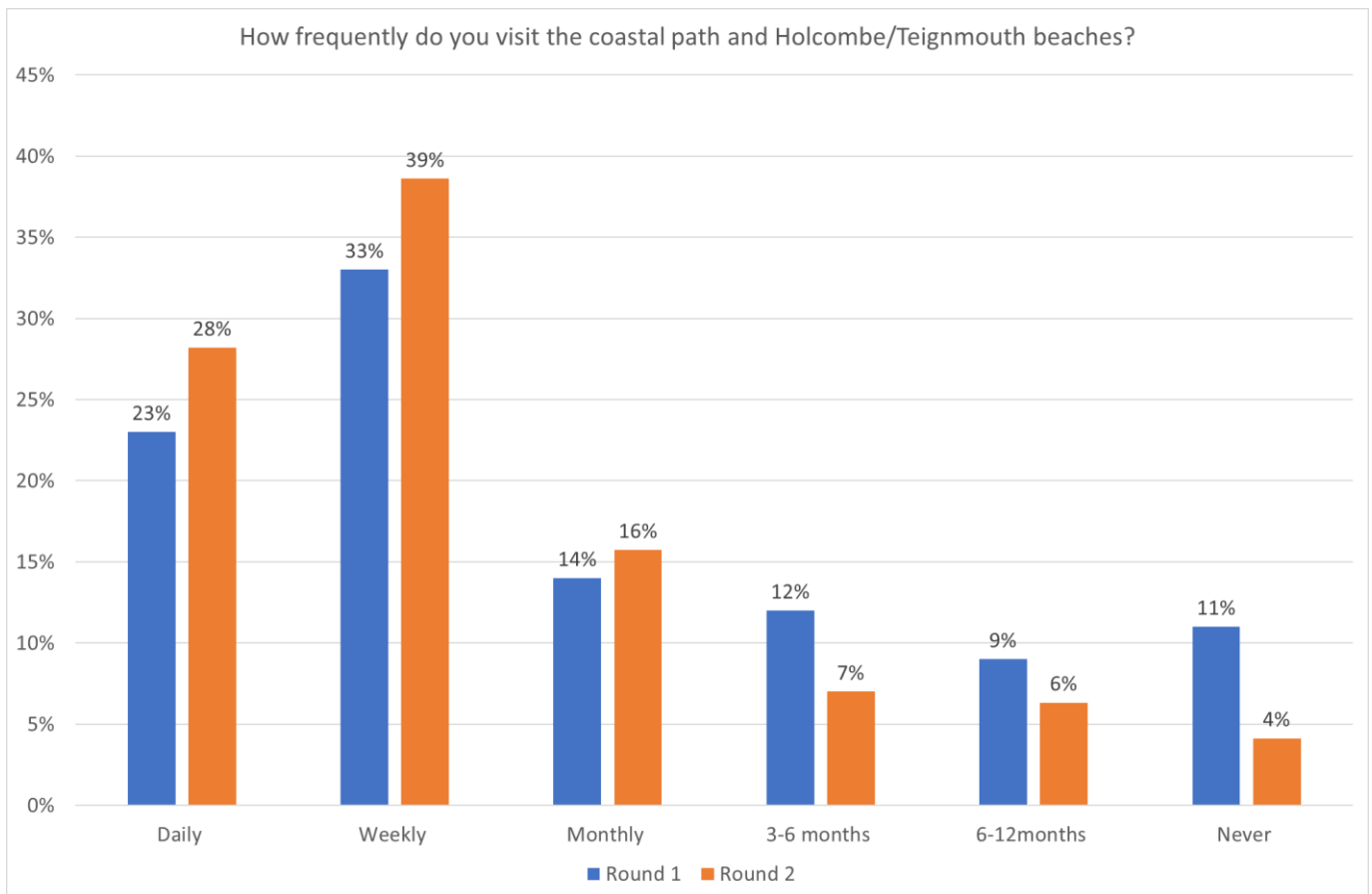
41% of people agree/strongly agree with the proposals to make the railway more resilient. However, there has been an 8% increase in those who disagree/strongly disagree in 2020 (51%).

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

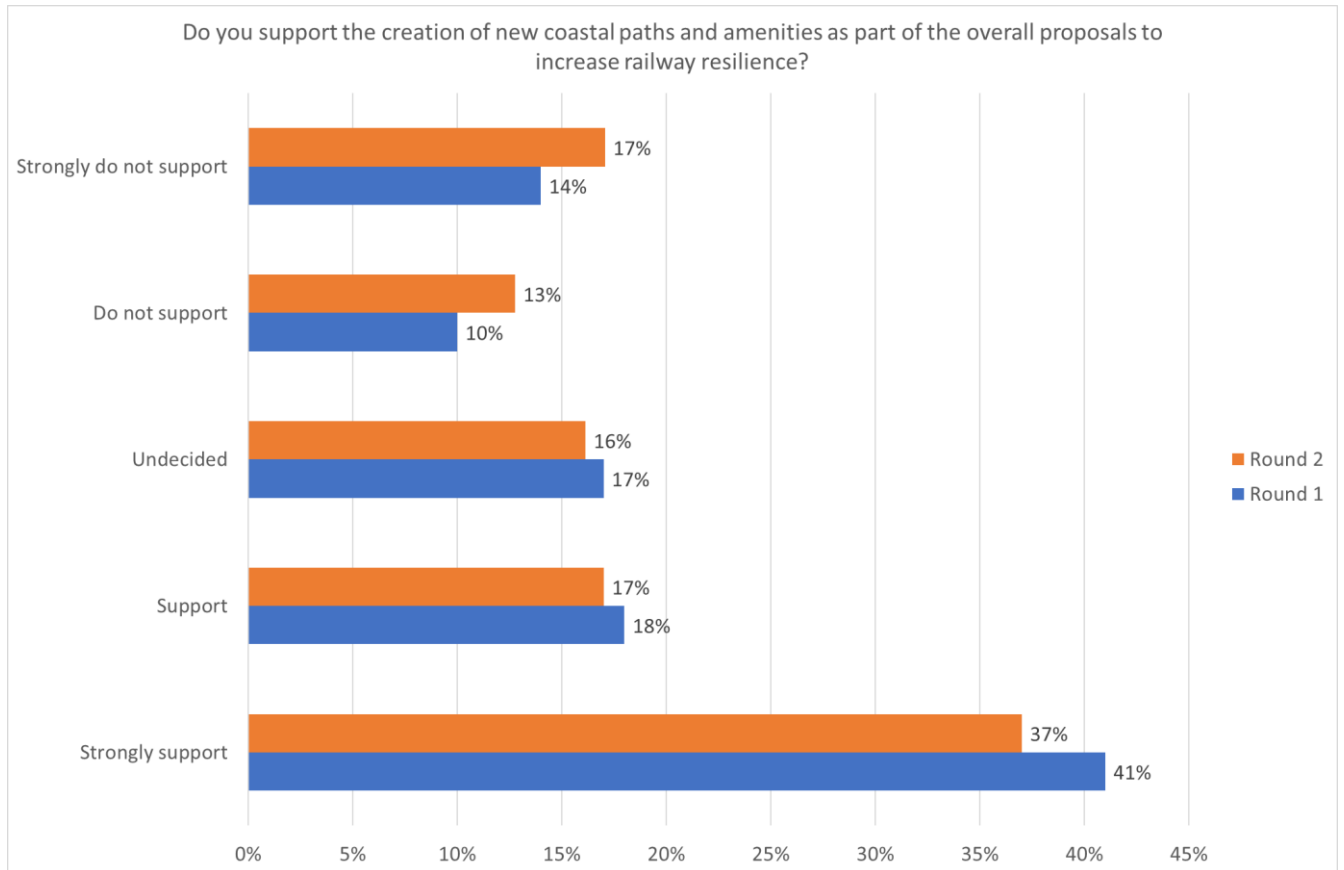
Consultation Report (January – March 2020)

Document reference (Document Revision Number)

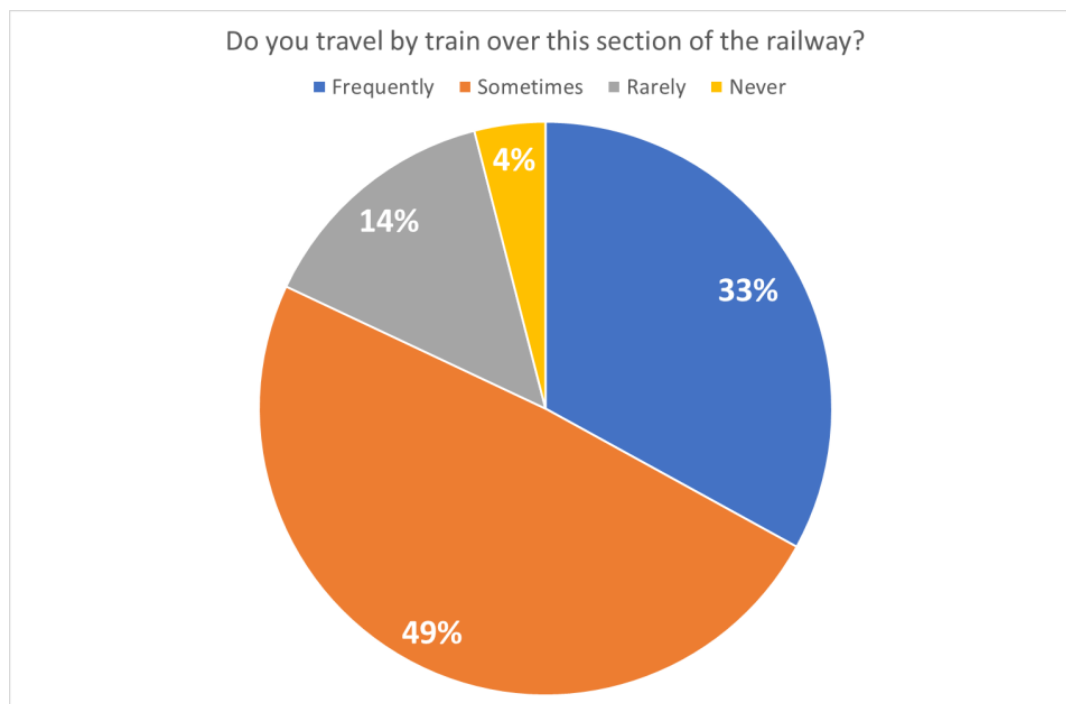
Figure 3: How frequently do you visit the coastal path and Holcombe/Teignmouth beaches?



Two thirds of respondents visit this section of the coast on a daily or weekly basis. This represents an 11% increase from Summer 2019 and correlates with the increase in participants who strongly disagree with the current proposals. This split has been accounted for when considering the key themes of the feedback received.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***Figure 4: Do you support the creation of new coastal paths and amenities as part of the overall proposals to increase railway resilience?**

Support for the creation of the new coastal path and amenity has remained largely stable with 54% of people in support/strong support.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***4.1.2 Rail Users****Figure 5: Do you travel by train over this section of the railway?**

82% of respondents in 2020 said they used this section of the railway sometimes or frequently.

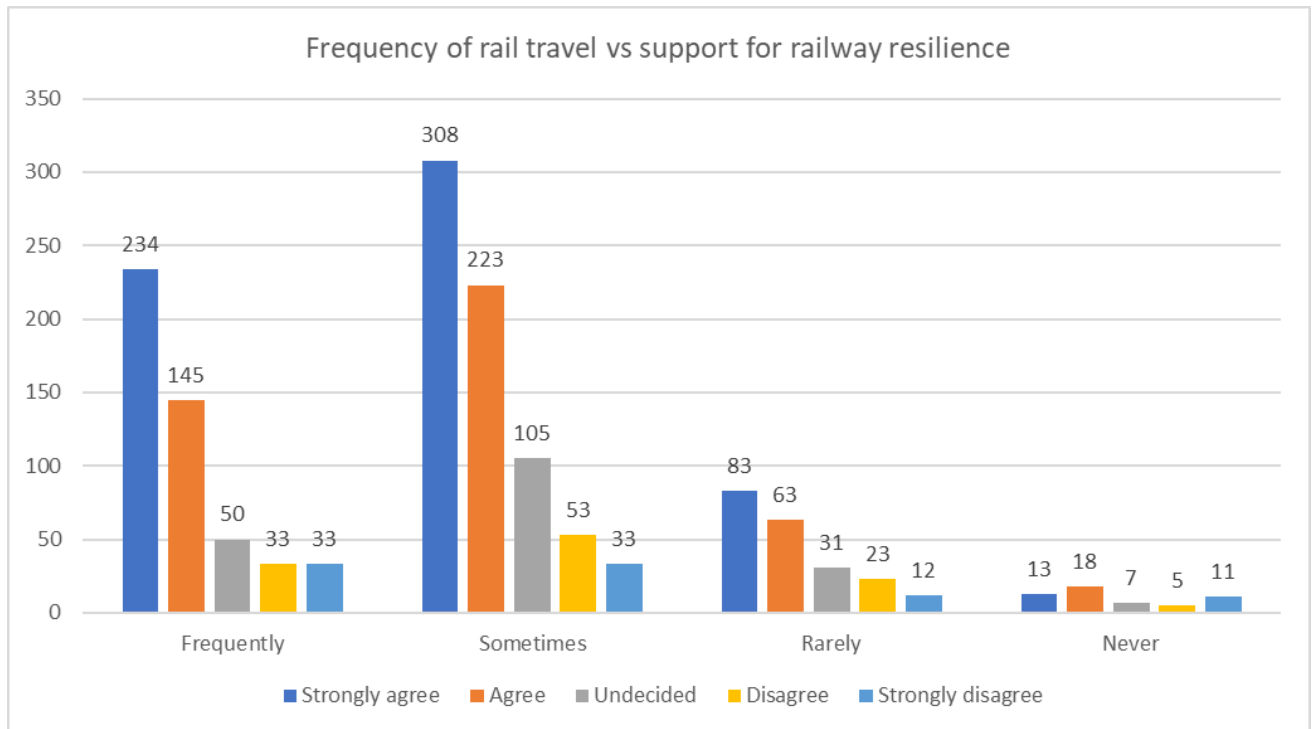
The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Figure 6: Frequency of rail travel vs support for railway resilience

Respondents who identified themselves as rail passengers ('Do you travel by train over this section of the railway?') in answer to 'Do you agree that the railway between Parson's Tunnel and Teignmouth needs to be more resilient?'



There is strong support to increase railway resilience across all rail users, regardless of the frequency of travel.

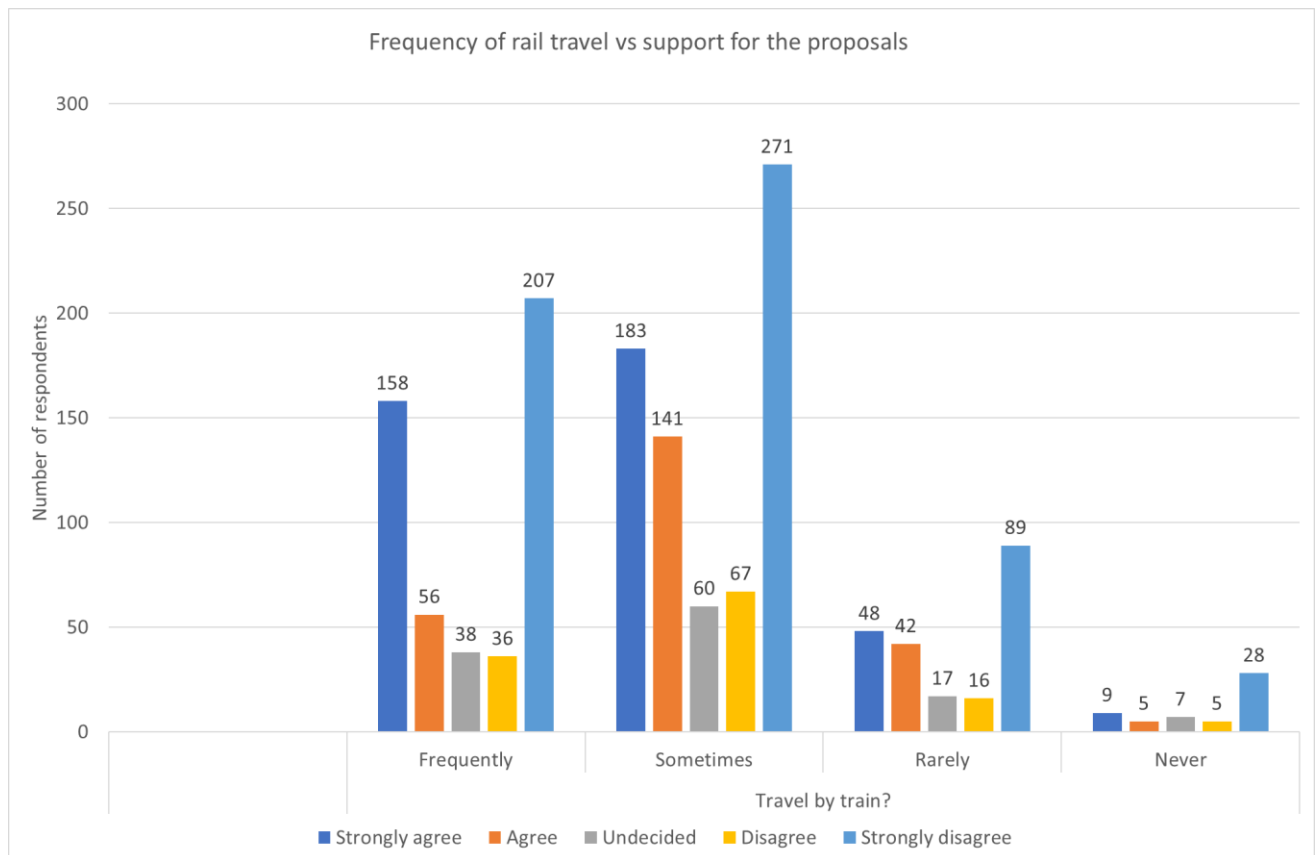
The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Figure 7: Frequency of rail travel vs support for the proposals

Respondents who identified themselves as rail passengers ('Do you travel by train over this section of the railway?') in answer to 'Do you agree with Network Rail's plans to improve resilience of the railway?'



Those who travel by rail most frequently show strongest support for the proposals. However, there is also disagreement with the proposals regardless of the frequency of rail travel.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

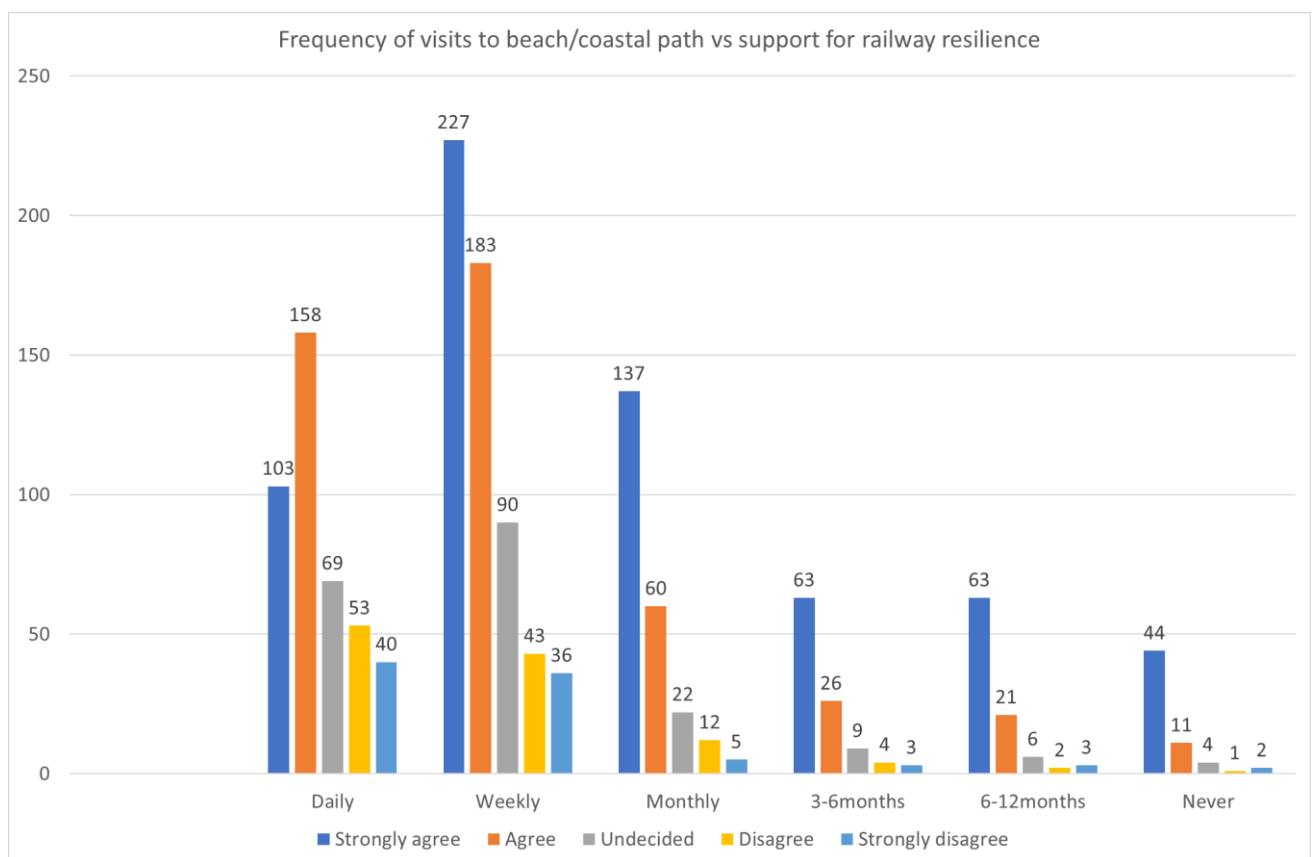
Consultation Report (January – March 2020)

Document reference (Document Revision Number)

4.1.3 Coastal visitors

Figure 8: Frequency of visit to beach/coastal path vs support for the railway resilience

Respondents who identified themselves as visitors to the beach/coastal path ('How frequently do you visit the coastal path and Holcombe/Teignmouth beaches?') in answer to 'Do you agree that the railway between Parson's Tunnel and Teignmouth needs to be more resilient?'



There is strong support to increase railway resilience across all coastal path/beach visitors, regardless of the frequency of use.

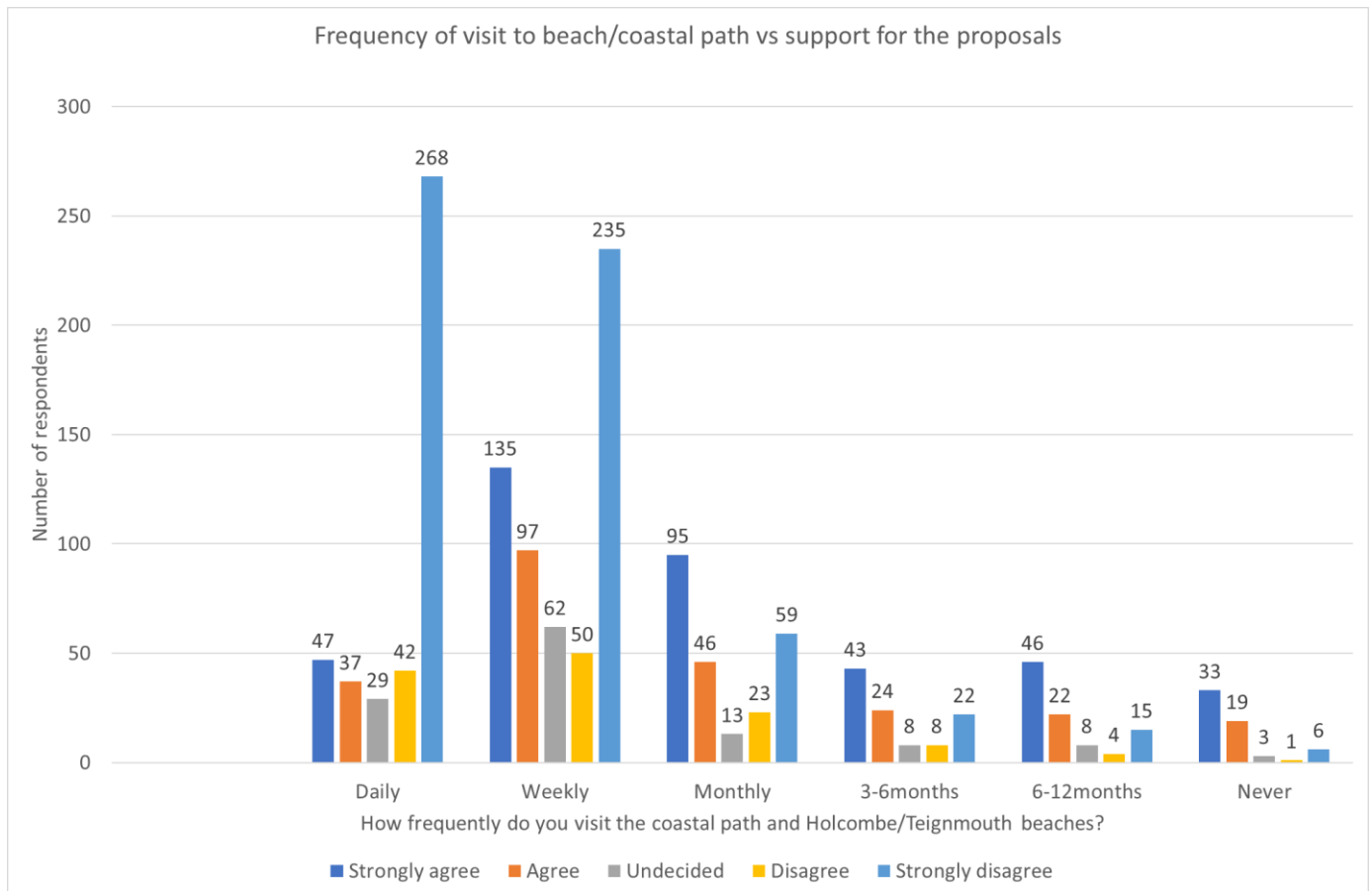
The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Figure 9: Frequency of visit to beach/coastal path vs support for the proposals

Respondents who identified themselves as visitors to the beach/coastal path ('How frequently do you visit the coastal path and Holcombe/Teignmouth beaches?') in answer to 'Do you agree with Network Rail's plans to improve resilience of the railway?'



There is a high level of disagreement with Network Rail's design plans by those that visit the area on a daily and weekly basis, however those that visit less frequently show greater support for the Scheme.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***5. RESULTS SUMMARY AND KEY THEMES EMERGING****5.1 Summary of the 2020 Consultation results**

- 5.1.1 The 2020 consultation for the Parson's Tunnel to Teignmouth Resilience Scheme saw an increase in over 1,200 attendees and 1,100 responses from the first event in July 2019.
- 5.1.2 This increase reflects the growing public interest in the Scheme, particularly with residents of Teignmouth and Holcombe.
- 5.1.3 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 responders who strongly disagreed with the design of the Scheme.

5.2 Themes emerging

- 5.2.1 The volume of public feedback and the obvious strength of feeling from many correspondents and attendees at the 2020 drop-in events was quite unprecedented in the experience of most of the Network Rail team. It is clear that many correspondents spent in some cases a good deal of their spare time writing detailed emails expressing their passionate views. The 2020 consultation included two opportunities for customers to provide feedback for the Scheme. The first asked how the plans could be improved and the second asked for further comments on the proposals. Responses to these questions were received via the printed response card and our online consultation hub. In addition, numerous emails were sent to the consultation inbox (southwestrrp@networkrail.co.uk) as well as to named individuals. They were all read by a member of the project team and collated and fed into the analysis. In total, 2,105 comments were received. A summary of the themes are listed in the chart below along with commentary and direct quotes from the public to highlight the main issues.
- 5.2.2 The comments received spanned a broad spectrum of views from those in wholehearted support of the proposals to vociferous opponents.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)*

Of the favourable comments received, many were broadly supportive of making the railway more resilient and protecting access to the South West:

“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.”

“This line is the only link to South Devon and Cornwall and needs to be maintained for now and the future. Husband and myself use it daily for work, as do hundreds of others. It is essential to keep it.”

There were more than 220 comments in support of Network Rail’s plans to improve resilience on this stretch of railway.

“The current proposals are well thought through.”

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

“Please start and get on with it.”

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Figure 10: Main concerns and objections by theme

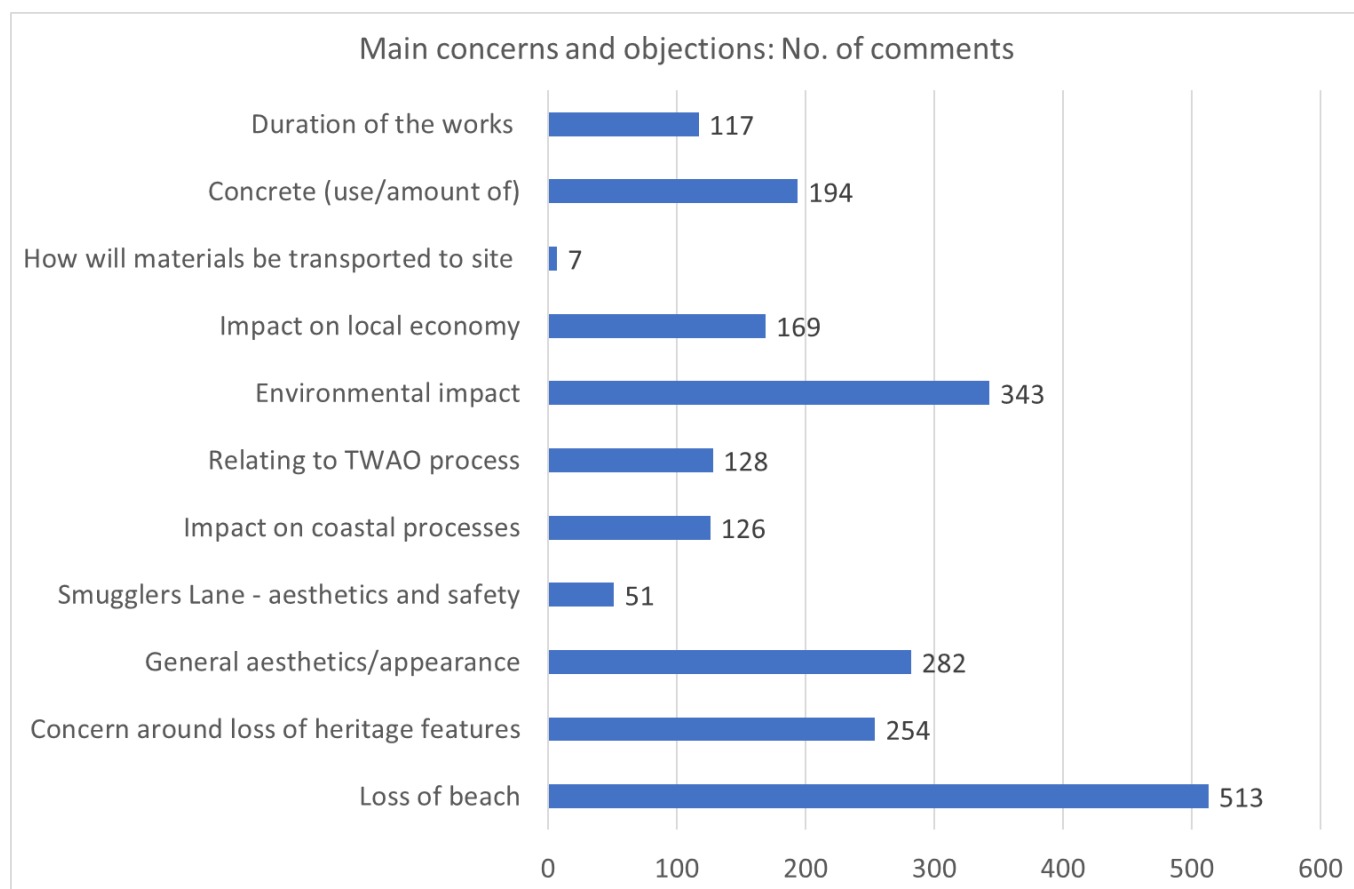


Figure 10 groups the main concerns and objections received into themes; please note, some of these comments contained more than one theme which have been grouped and categorised separately.

The concerns surrounding these common themes have been elaborated on below, and some quotes direct from the feedback are included to show the broad range of comments received. Please note, we have not corrected any spelling/grammatical errors in the direct quotes in order to faithfully reproduce what was submitted. Some of the quotes are reproduced in their entirety and some are excerpts from longer quotes. All verbatim comments are available to view on our website at networkrail.co.uk/teignmouth.

1. Duration of the works: during the consultation we explained that the construction of the coastal and cliff protection measures was estimated to take around eight years (three years for the coastal, plus five years for the cliff). Many people were concerned at losing access to the beach for a long period of time. Some were concerned at the impact of having a major construction project on site for so long

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

on the local economy, others were concerned at ongoing noise and disruption in their local area.

“The duration of proposed works at c. 8 years is very long and will cause a significant negative impact on Teignmouth.”

“How will the area remain accessible during works? we rely on this for tourism, fitness, wellbeing.”

“The duration of the project is worryingly long. For significant periods there will be no access for coastpath walk to Dawlish. Network Rail must minimise this disruption.”

“I am really opposed to it taking 8 years! I want people and trains to be safe but surely it can be done in a quicker timeframe?”

2. Concrete: the works would involve building a new sea wall out of concrete and many people were concerned both about the aesthetics and the environmental impact. There was considerable division of public opinion with some consultees in favour of the Scheme but unsure of how the finished structure will fit in aesthetically; while others are concerned about the loss of Brunel’s original architecture and stone finish. Some people asked if the stone from the existing wall could be reused or incorporated into the design. Others suggested coloured concrete and different finishes to better blend in with the surroundings.

“Not keen on the grey concrete walls, could they be faced with stone?”

“They [the proposals] are environmentally devastating, with destruction of the existing marine and coastal environment and addition of thousands of tonnes of concrete. In this day and age where we should all be trying to save the planet, these plans are unsustainable. Future proofing for 100 years is a fool’s errand. We don’t know if there will be a planet in 100 years. Do as little as is necessary.”

“If this terrible concrete monstrosity goes ahead I’m really worried that it will have a massive impact environmentally and economically on Teignmouth and the surrounding area.”

“Will minimize beach area. No facing with natural stone like the existing Brunel wall. No natural ageing, just a vast concrete monstrosity. Totally environmentally unfriendly and who knows how it may affect erosion elsewhere.”

3. Getting materials to site: there was concern around how the volume of materials required for the proposed construction would be brought to the site. The proposal

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

to build a temporary jetty on the coast in order to transport materials via sea caused some people to worry that this would adversely impact marine life, while others were concerned about the possible interruption to water sports.

“...There will be the need for heavy machinery and materials access I hope you discount any plans to move equipment past the Eastcliff Cafe. How will you deal with staff parking and access? Parking is a premium in Teignmouth.”
 “If you bring stuff in by ship will it go into our docks and be transported by barge or will you have a jetty long enough to take heavy plant and machinery?...”

“...From the consultation event it seems unclear at this stage as to exactly how plant and materials will be conveyed to the site, if there will be significant cross town traffic, how and where plant and materials will be stored, will there be significant extra marine traffic using the harbour and where will the multitude of workers be housed?...”

“...Construction will require hundreds of workers who will need accommodation, parking, health care and who will travel to and from work. Already heavily congested roads will take the extra burden of construction related traffic which will gridlock normal travel and paralyse emergency service vehicles. Road use levels will also correspond to the tide and weather. Plant/materials/workers will cause disturbance and a noise nuisance late at night and early morning when work is dictated by the weather and tide...”

“...Whilst much of the materials, plant etc may be able to come in from the sea most won't. Where will the access be? Parking? Compound? Massive negative effect on the town for a very long period...”

4. Impact on the economy: Broadly speaking, responses from the local community were split between those that believe the Scheme will have a negative impact on the economy while the works take place and those that rely on the rail network for work and tourism to the area.

“I totally support the maintenance of the rail link for the South West, the service is vital”

“This proposal is going to kill off our tourist industry, even during the winter months the residents of Teignbridge, Torbay & Exeter come to walk this section of beach, visit the local cafes and shops in the town. If the beach isn't there they are going to go elsewhere.”

“It would be good to get a clearer picture of the plans and the alternatives with advantages, disadvantages and costs involved. Also to understand the impact on local community and economy as well as the environment.”

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

5. Environmental Impact: some people were concerned about the potential impact of the Scheme on the environment. This ranged from the beach to the cliffs and also some people mentioned the marine environment. A number of people expressed concern that the proposals could disrupt the coastal currents in the area and have an impact on the sand levels on the beaches at Holcombe and Teignmouth.

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

“Groins put in place to ensure on-shore drift is controlled along the Holcombe part of the beach. Your model showed a fairly level area on the cliffs about half the height of the main cliff near to Sprey Point. This area could be enlarged to provide an emergency helicopter landing place for the air-ambulance, with link paths to both the seawall and cliff walk.”

“More studies of impact on the sea and marine life which live in and around the rock pools and use the current area as breeding grounds.”

“There must be a better way than to destroying beautiful cliffs and wildlife habitats, destroying beautiful sandy beaches, disturbing wave patterns causing erosion through coastal drift, destroying public amenities and the iconic sea wall.”

6. Relating to TWAO process: some members of the public asked questions about the TWAO consenting process for the project. For some it was not clear why the environmental impact assessment had not yet been completed and published. Others sought clarity on how the public and other stakeholders could have their say.

“...The environmental impact report should have been available to the public during this consultation. I feel this public consultation process has felt more like a 'sales job' by Network Rail and that you have decided what you are going to do and are now just going through the motions, you are offering a 'fait accompli...'. ”

“...The Environmental Statement has not been produced for presentation to the public and will not be produced until after the consultation process ends on 1st March. If the public being consulted had access to this, the responses might well be very different. The timing of this consultation in relation to the Environmental Statement smacks of obfuscation and deception...”.

“...Very supportive, but concerned that the project has got this far without a full environmental impact assessment. There will undoubtedly be an impact on

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

sediment movement (amongst other things) throughout the bay and mitigating actions may be required to avoid damaging habitats and attractions further afield than the construction area...”

“The impact upon the environment- for the very communities that this rail line serves - is too great to press ahead. Alternative, equally thought through, detailed & costed options, should be presented to the communities affected by this proposal. For full transparency & best decision-making, full environmental impact assessments & independent ecological reports need to be completed & published.”

7. Smugglers Lane area: there were a number of comments about the proposals for the Holcombe access to the beach at Smugglers Lane. Some people felt having a wall in front of the underpass could make the area dark and attract anti-social behaviour. Others used the access currently and wanted confirmation that they would still be able to gain access as they do now, following the work. Some felt that the accessible ramps up to and down from the new sea wall would make the access to the beach unnecessarily long.

“...The new space created at the base of Smugglers lane could be put to better use if it had a few parking spaces and a bike rack for the regular visitors who park on the lane and cause access issues...”

“...Revise the smugglers cove access. There should be direct access under the old bridge to the beach. The ugly unnecessary sea wall blocking the old bridge should not be built. The ramp access to the beach from the sea wall should not be built (replace with steps at parsons tunnel end)...”

“...The area beyond the railway at the bottom of Smugglers Lane looks as if it could be a dark and potentially threatening space with the new wall looming above pedestrians...”

“I don't like the end of Smugglers detail. Too dark and prone to antisocial behaviour!”

8. General aesthetics/appearance: there were a number of comments on the appearance of the Scheme with some saying it appeared ‘hard’, ‘engineered’ and ‘brutalist’. Others suggested improvements that could be made to soften the appearance using rounder edges to the buttresses, or colouring/texturing of the sea wall surface.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

There were also a number of comments and concerns from the public concerning the final design of the new coastal protection structure that Network Rail will need to consider:

“Materials used will be very important. Brunel's wall is a work of art made of natural stones and blends perfectly with the cliffs and beach”

“Any new wall colour could be matched to the red sandstone using a dye. Stones could be recycled wherever possible, such as a cobble footpath, stone benches etc.”

“Could some/(all?) sections of existing wall not be retained or used to clad the new wall with a protective membrane or glass covering applied to improve resilience? As a minimum a mould could be taken of the existing stone wall for casting new sections.”

“The bare concrete surface detracts from the pleasure of the beach. It would be preferable if it were faced with rock.”

“Don't cover Brunell's wall with concrete It has stood the test of time”

“Greater use of natural stone where possible”

“Pity for concrete to replace lovely Brunel Wall.”

“Use natural colours and textures of the new wall to blend with the red sandstone cliffs and beach. Could some sections (however small) of the existing wall be covered in glass panels or a membrane to provide a historic reference to Brunel's structure? Similar to what is done with some listed buildings and structures to highlight and celebrate the 'old' as well as the new, and to continue to act as a historic attraction for visitors to admire.”

9. Concern around loss of heritage features including the sea wall: comments suggested that the retention of heritage features is important to local people. For example the stone sea wall, the ‘Teignmouth’ sign and ‘Dorothy’s Diamonds’. Many suggested that these could be retained and somehow incorporated into the proposed Scheme.

“There has been an improvement in the designs but still ideas that could be incorporated. Please don't lose the TEIGNMOUTH sign and re position it where it remains accessible for iconic family photos.”

“Dorothy's Diamonds are a Devon legend. The stones on the wall are extremely important...”

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

“...your design is very utilitarian and takes away a beautiful piece of Brunel architecture - something needs to be done to preserve our precious history at the same time as ensuring this vital service can operate safely.”

“...If the rail line has to be closed for a period of time in order to work on the cliffs this must take precedence over destroying both our coastline and an important piece of our heritage - Brunel's wall...”

10. The loss of beach remains the biggest concern for participants in the public consultation and had the highest number of comments, being mentioned in 24% of responses, with 16% of those also raising concern over the environmental impact (future erosion on the beach) of the Scheme. Respondents described their use of the beach for walks, dog walking, exercise, playing, water-sports amongst others.

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

“Modified plans are an improvement. Crucial to keep railway line in operation but as much beach as possible must be retained.”

“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?”

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

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

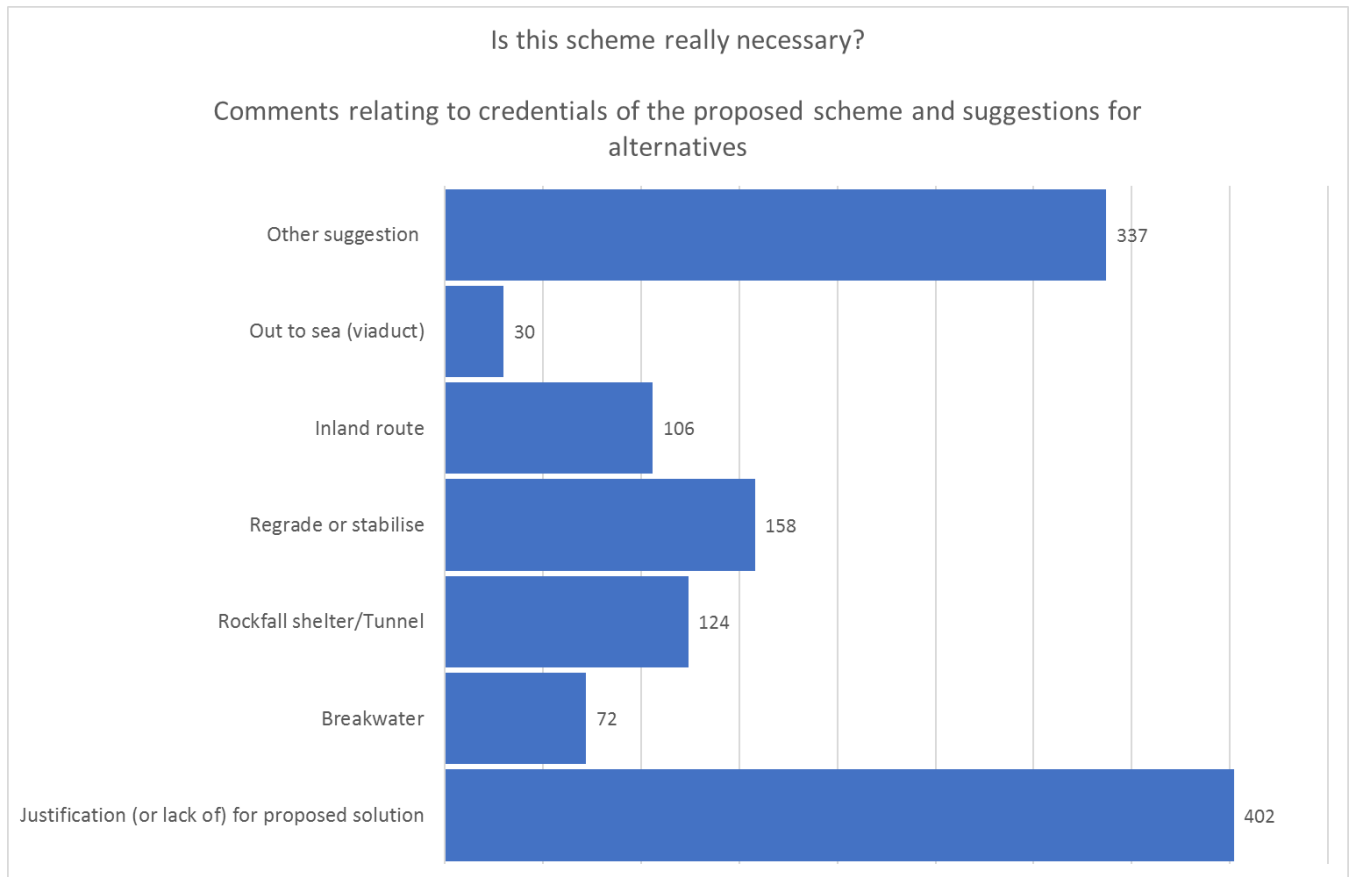
The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

More than 400 comments were received which questioned the need for a resilience Scheme on this scale and suggested alternative solutions, as shown in Figure 10 below.

Figure 11: Comments relating to the credentials of the proposed Scheme and suggestions for alternatives.



“Much less concrete. This is a sledgehammer to crack a nut. Rock fall shelters would do the job.”

“This wall has been in existence since 1845/6 with very few alterations. The last cliff fall was in 2014 and closures of this section are usually very infrequent.”

“This approach/proposal is a sledgehammer to crack a nut in response to political pressure when the line was last closed, primarily due to the very visual pictures of line closure at Dawlish - 3 miles away.”

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)*

“Please reconsider this expensive and disruptive waste of time and money, when only minor amendments are required to the current line at Teignmouth and Holcombe.”

“We are likely to lose our blue flag bathing water status and endure years of works for little net benefit, but lose millions of £s of money into the local economy and businesses as a result of this proposal.”

“Throw away the plans and start again - this is making too much of a job over something that could surely be rectified in a simple and less costly way.”

“...I recognise that some action needs to be taken to keep this strategic rail line open. However, the current proposals are over the top and very costly (a sledgehammer to crack a nut approach). Many viable alternatives have been suggested by qualified people that are familiar with the area and have a much more sympathetic approach to the environment. I would urge you to reconsider the current proposals.”

Another issue raised by many respondents was the provision of cycling and where new routes would best fit into proposed Scheme. People were interested in whether the new sea wall or cliff-side path should be designed with a cycle route, making it wider and potentially more dangerous for pedestrians, or whether cyclists should be diverted to a new cycle way along the clifftop that Network Rail would help deliver as part of the project.

More than 130 comments were received on issues related to cycling, with 112 people in favour of cycling being permitted on the new sea wall, and 21 against.

“Cyclists will wait too long for an alternative to be created. This needs to be added back into the plan as a shared use path akin to the Dawlish Warren to Starcross stretch.”

“Work with Devon county council to make this a dual use pedestrian and cycle route.”

“Yes to a cycle path/better coastal path but not so it looks like the M4 - full of concrete!”

“Make provision for a cycle-way in addition to the proposed inland route, walkers and cyclists can co-exist on the same path, EG. the Exe Cycle way as existing? Why shouldn't cyclists have the option of experiencing the undoubted views to be offered with the scheme.”

“Stick with plans to NOT include a cycle path as too dangerous.”

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)*

Comments from passengers on board the Exeter to Penzance/Penzance to Exeter trains were broadly in favour of increased resilience:

“It appears that consideration has been given to rail users, residents and the environment.”

“Although local access etc. is important, connections between the south west and the rest of the county are vital.”

“This is long overdue - as the only rail link for those south-west of Exeter, it is vital that the line is resilient.”

“We need major investment in our rail service if we are to meet carbon emission targets.”

6. 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 this year. We will only seek permission to carry out the work when we've done this further engagement.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***APPENDICES****Appendix A****Summary of Ongoing Statutory Engagement**

As well as the public consultations listed above Network Rail have also engaged many other statutory and non-statutory bodies as consultees.

Consultation has been regular and ongoing since November 2016.

Stakeholder / Consultee	Date/s	Summary of Engagement	Actions taken as Appropriate
Natural England	Aug18 – Jun 20	NR seeking comment on the Intertidal Biodiversity Calculator Pilot for comment following October meeting.	Intertidal Biodiversity Calculator provided by NE.
		NE response to Pilot.	
		NR provided the report recording the findings of the Marine Parade condition assessment, using the methodology for the marine intertidal zones.	
		Meeting to discuss around mandatory biodiversity net gain and that NR will continue to use the same DEFRA Metric as the rest of the SWRRP works.	
		NE request for a meeting for update on internal biodiversity calculator.	NR undertook a pilot study to assess the biodiversity of the intertidal zone at Dawlish in January 2019. Plan to undertake another study in the Summer.
		NE provide feedback on the pilot study report ahead of the ES.	
		Follow up meeting between NE and NR on proposed subtidal benthic survey methodologies and seeking opinion and comment as to appropriateness for EIA purposes.	NE raised two points: <ol style="list-style-type: none"> 1. NE would not typically carry out a beam trawl within an MPA as this method is quite destructive, but do understand its purpose. 2. Do NR have any thoughts about recording any observed invasive non-native species?

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

		NR advised NE of change in survey scope as a result of possible unexploded ordnance encountered in seabed.	Agreement from NE.
		NE advises that a few visits to the site to confirm bird use over autumn / winter would be useful.	NE provided some nesting bird information.
		NR requesting who is the best point of contact for terrestrial ecology.	NE confirmed the best POC.
		NR seeking assistance on Agricultural Land Classification Assessment for EIA.	NE provided feedback on what NR should include in the EIA on soil classification.
Environment Agency	May19 – Jun 20	NR sent the EIA scoping report and the initial red line boundary to the EA.	EA confirmed they have not received EIA Scoping Report from DfT. NR sent through an update copy of the EIA (version A04).
		NR requested EA information on: - Licensed and unlicensed abstractions and discharges from/to surface water or groundwater sources; - Deregulated abstractions and discharges from/to surface water or groundwater sources; - Private water supplies from groundwater or surface water sources; - Groundwater level information; - Surface water and groundwater quality information, including any records of pollution incidences; - WFD status and classifications of any surface water or groundwater bodies; and - Flood Risk Assessment data packs – Product 4 and 8 data packs, to include historical flooding incidences (all sources) and flood levels.	Data supplied does not include information on the location of deregulated abstractions as requested in email of the 23 July (below). “NR have approached the Local Authority for their records on private supplies, but I was also hoping to capture information that the Environment Agency holds about the locations of licences that existed prior to 2005 and which were then deregulated at that time.”
		NR / EA attended meeting to discuss the suggested archaeological survey methodology and to provide initial thoughts about the EIA scoping report.	NR provided meeting minutes from July 4 th .

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

		<p>The EA received the DfT EIA Scoping Opinion request.</p> <p>The EA want to ensure that NR continue considering Powderham Banks within the mitigation for SWRRP.</p> <p>EA ask that NR have a clear and concise rationale for the need of a rock revetment in the central section, as opposed to a continuous seawall.</p> <p>The EA have suggested that an independent peer review of the coastal model be undertaken to ensure it's suitability.</p> <p>EA asked NR to confirm the level of sea rise to which the new coastal defence has been designed.</p> <p>EA have asked if they can be forwarded the Intertidal Biodiversity Calculator Pilot.</p> <p>The EA asked that NR share any pertinent data collected as part of the EIA with the Plymouth University Coastal Observatory team.</p>	NR circulated copy of presentation and confirmation of main issues raised during meeting.
		NR followed up with EA on request for information on the location of deregulated abstractions as requested on 23 July.	No response from EA.
		NR requesting a copy of the scoping opinion from EA for the EIA and NR issued biodiversity calculator to EA.	No response from EA.
		<p>Meeting:</p> <p>NR provided an update on the optioneering around the most appropriate offshore structure.</p> <p>EA explained that TDC are leading the update of the Shoreline Management Plan, and that a workshop has been arranged.</p> <p>Biodiversity Net Gain - NR are currently at the stage of identifying the ecological impacts.</p> <p>The list of sensitive receptors included in the EA's Scoping response were being included in the EIA.</p> <p>NR will undertake peer review for coastal process modelling.</p> <p>Discussed whether there is any need for survey work and/or design mitigation.</p>	NR received guidance from the DfT on how to transition to biodiversity net gain.
		NR requested EA advice on this issue would be most welcomed and will assist our EIA.	EA indicated it would be happy to review EIA and provide advice.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

DCC	Aug 19 – Feb 20	DCC email confirming that EA will lead on the ecological response to the EIA and DCC/TDC lead on the landscape elements.	
		Meeting: DCC updated on progress of Scheme, including latest design iteration and discussion regarding ongoing concerns / requests from DCC to the Scheme: archaeological scope of the wreck surveys, new pedestrian/cycle footpath and the possibility of a European-funded project relating to coastal tourism which DCC would like to involve with the project.	NR noted they are not able to fund any aspect of the European-funded coastal tourism project however are happy for discussions between Arcadis and DCC to progress.
		Arcadis requested additional information on Devon's Waste Management process and documents to complete the Waste Chapter of the Environmental Statement.	Not all information requested (waste permits) are DCC responsibility and need to go via EA. DCC provided response where applicable.
		NR shared the EIA proposed ZTV and Viewpoints with DCC.	DCC confirmed they are happy with ZTV and Viewpoints and request all parties confirm visualisation 'type'.
		DCC will continue to pursue provision of the inland option to provide a shared use path between Holcombe and Teignmouth. Part of this provision is likely to be by means of the Transport and Works Act that Network Rail will be using to acquire land for a shared use scheme.	NR welcome DCC's comments in respect to the cycling network, and will look to work with DCC over the coming months to establish the land requirements for the inland route to be incorporated into the design, the EIA and subsequently the powers sought within the TWA0.
		NR raised landscape design and mitigation issues with DCC.	
		NR confirmed via email points agreed during meeting outlining decisions reached upon the visualisation of the Parsons Tunnel to Teignmouth Resilience Project proposals from the agreed LVIA-viewpoints for inclusion within the EIA.	Agreement with points issued by NR.
		Following an NR presentation to DCC officers on 20th August, they have formally confirmed that they wish to pursue the option to connect the National Cycle Network Route 2 between Dawlish and Teignmouth via an inland route.	DCC confirmed 5 th September 2019 that they will pursue the provision of an inland option to provide a shared use path between Holcombe and Teignmouth.
		NR provided clarification to DCC regarding the plans for the single use PRow and the proposed inland cycle path as detailed in the second round consultation.	DCC wrote requesting to look at this again and, if possible, work towards a solution that would allow for the new amenity to now be mixed use.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Historic England	Feb19 – Jun 20	HE issued general advice and interim recommendations on the Scheme, particularly in relation to their statutory role over Church Rock Wreck (CRW).	NR's response to HE's interim recommendations and agreement that further research is required around CRW.
		HE issued survey methodology to NR for CRW.	
		NR produced minutes from meeting regarding CRW.	
TDC	Nov16 – Jun 20	Network Rail held a series of public engagement events for local residents & businesses in 2016.	
		NR hosted a forum to share future plans to generate interest and support for the Programme and display the opportunities that the scheme brings with local councils and businesses.	
		Meeting between NR and TDC to agree ways of working principles.	
		NR hosted public engagement events to inform the public of progress on outline designs.	
		NR arranged a forum to discuss upcoming works with local residents, groups and businesses.	
		Coastal options & access amenities meeting - Arcadis shared their progress on the coastal options and access and amenity possibilities with NR and TDC.	
		Arup provided NR and Teignbridge council with an update on their designs and options before finalising the F001.	
			Data on Local Area Plan and targets / commitments can be found on TDC website.
		NR submitted a request to TDC for additional information for the Climate Chapter of EIA.	TDC calculating the carbon footprint for local authorities operations and assets. This was published in September 2019.
		TDC's submitted comments on the scope of landscape and visual impact assessments that NR will be conducting as part of the EIA.	TDC provided new viewpoints - including Viewpoint 7 toward Parsons Tunnel for the LVIA.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

		NR request for information regarding: - Licensed and unlicensed abstractions and discharges from/to surface water or groundwater sources; - Deregulated abstractions and discharges from/to surface water or groundwater sources; - Private water supplies from groundwater or surface water sources - Groundwater level information; - Surface water and groundwater quality information, including any records of pollution incidences; and - Flood risk levels and/or extent, from all sources.	TDC responded to request outlining all info requested, apart from the private water supplies, may be obtained from the Environment Agency.
		TDC provided comments on the EIA scope.	
		NR following up with TDC RE whether there are any other impacts on the EIA.	Confirmation no other cumulative impacts to consider for the EIA.
		NR provided an update of the works at Dawlish.	Presentation sent through to TDC.
Crown Estate	Aug19 – Jun 20	NR seeking confirmation from CE that they received the EIA scoping report from the DfT.	CE confirmed they had no response to the EIA scoping report Suggest adding consultees to programme as well.
		CE provided comment on the EIA Scoping Report.	NR confirmation that dredged materials will come from on licenced site off Isle of Wight and not CE seabed.
Dawlish Town Council	Sep19 – Jun20	NR briefed DTC on the proposed Scheme and details of the TWAO process and current consultation schedule.	
APB Port Manager	May19 – Jun 20	NR seeking confirmation from THC and APB that they received the proposed EIA scoping report from the DfT for comment.	Confirmation that no communication from DfT has been received.
		For the purposes of the EIA, NR need to have an indicative location and size for the compound area to enable the appropriate environmental assessments to be undertaken. Can APB confirm the likely size of area we might be able to use and where it might be located within the port?	
		Ongoing design meetings with APB RE changes to design iterations, particularly around MOLF design and impact on harbour.	
Exmouth Marina	Aug19	NR seeking contact details on appropriate representative,	Exmouth Marina have never responded to NR requests for briefing.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Maritime and Coast Guard Agency	Aug19 - Jun 20	NR undertook briefing of Scheme and impacts on the MCGA, access and facility requirements and input on design for H&S issues.	NR requested further information on emergency service requirements and requested an info brief.
		MCGA provided information on design preferences for access points at sea wall and along the buttress.	Information passed on to design team.
Plymouth Coastal Observatory	Oct19	NR gave a presentation to share future plans to generate support for the programme and display the opportunities that the Scheme brings.	N/A.
RNLI	Jul19 – Jun 20	RLNI indicated they would normally submit observations via TDC, however had some initial thoughts on the Scheme, including access/egress from the water; emergency service access on the seawall and have requested an opportunity to talk through plans with NR.	Request for dates to present Scheme to RLNI.
		NR following up with RLNI on preferred dates to present briefing and request to confirm specification and landing pace requirements for emergency services.	RNLI confirmed sizing's for landing aircraft during emergency as requested for the new Sprey Point area.
		NR initial briefing to RNLI and Teignmouth Ports on the proposed scheme and to obtain in out to safety and emergency measures.	Draft map of intended egress from revetments provided for reference but not retained by stakeholder.
		Minutes from meeting occurred 13/09	PDF copy of presentation from briefing.
		RNLI accepts minutes from meeting, has a query about use of buoys around beach but will check with Teignmouth Port for possible use instead.	
		NR followed up with RLNI to confirm specification and landing space requirements for emergency services.	Confirmed landing space required for helicopter is ideally 50m x 50m however in an emergency the minimum can be twice the diameter of the propeller blades.
TCYC	Oct19	Briefing with TCYC on the project and discussion around questions raised by EIA on marine use near the construction site.	Minutes from meeting and request for additional information on questions posed for EIA.
		TCYC responded with additional details on the questions posed regarding marine use of the ES.	
Teignmouth Harbour Commission	Aug19	NR seeking confirmation from THC and APB that they received the proposed EIA scoping report from DfT for comment.	Confirmation that no communication from DfT has been received.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Devon and Somerset Fire and Rescue	Oct19	NR followed up on request for briefing.	DSFR confirmed briefing would be required.
Devon Cornwall Police	Aug19	NR presented overview of the Scheme and discussed specific issues pertinent to law enforcement including security around ASB.	Scheme presentation.
		Minutes and actions from meeting.	DCP to provide additional details regarding security and safety issues (lighting on the new path, access under smugglers bridge etc).
British Transport Police	Aug19	NR presented overview of the Scheme and discussed specific issues pertinent to law enforcement including security around ASB.	Scheme presentation.
		Minutes and actions from meeting.	BTP provided additional details of fatalities on the tracks and other safety issues to be aware of.
Cycle UK	Aug19	NR requesting contact person from Cycle UK to undertake introduction to Scheme and initiate consultation.	Acknowledgement of receipt of email. Cycle UK to find appropriate person to contact.
		Presented scheme brief to local chapter of Cycling UK. Discussed possible amenity, both on the new coastal path or above the cliffs.	
South West Coast Path	May18	SWCP requesting to be included as stakeholder in consultation regarding the reinstated walking amenity.	
	Oct 19	Brief to SWCP local members regarding proposed amenity and how it may connect to wider SWCP.	
SUSTRANS	Aug19	NR provided an overview of the Scheme and how it will interconnect with SUSTRANS NCN. Sustrans have a direct interest in the scheme as the current National Cycle Network concludes at Dawlish.	NR provided meeting minutes to SUSTRANS.
Teign Estuary Trail Campaign	Oct19	NR provided briefing to TETC on proposed plans; specifically looking at cycle and mobility users. TETC raised concerns regarding the height of the parapet for wheelchair users and voiced disappointment that the new coastal path will not be a shared amenity.	NR provided detail of proposals of an inland cycle track - which they were amenable to.
		NR circulated the minutes from briefing.	TETC raised disappointment regarding lack of shared cycle use; height of parapet and inclusion of rail side fencing.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

		follow up from briefing session requesting additional information on the P2T Scheme.	NR responded to all further issues raised by email 09/10.
Holcombe Residents Association	Dec16 – Jun 20	Request from HRA for NR to provide a briefing / presentation at the next association event	HRA following up with NR to provide a briefing at next association meeting
		NR responded outlining they would not attend the next Association meeting but could attend future events	HRA seeking to finalise other proposed dates for NR to present
		NR does not think it should attend a meeting of the residents association in the 2017 calendar year as there is no new information to share.	HRA request NR attend a meeting to reassure local residents about the proposed design and works.
		NR suggests initial meeting with community in April 18 followed by another briefing when more information is available.	HRA agree to the April dates for initial briefing to inform local community about proposed works.
		NR provided an update of the proposed works to HRA in April 18.	
Cross Agency Update	Jan19	NR provided an update on the whole SWRRP project including P2T.	
Cross Country Trains	Nov18	NR invited local stations team to attend presentation and their MD to our VIP launch event ahead of the next round of consultations.	Update on publicly available information.
Peninsula Rail Task Force (PRTF)	Apr18	NR / PRTF meeting to update on Scheme.	NR provided PDF of presentation.
Church Rock Wreck Licensee	Aug19	NR inviting Licensee to presentation on Scheme.	N/A.
Wessex Archaeology	Jul19	NR trying to identify correct contact person for Church Rock Wreck.	WA provided contact details of Licensee for Church Rock Wreck.
		NR following up with WA and enquiring whether they would like a scheme overview to understand P2T in respect to the CRW.	WA confirmed would be interested in hearing from NR about the scheme.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

Appendix B

Summary of consultation publicity

- a. We undertook a comprehensive campaign to widely publicise the consultation (highlighting our proposals, the six-week consultation period and the 11 community events) through a variety of channels to reach our target audience of residents, businesses, stakeholders, visitors and rail passengers. This activity comprised: **Newspaper display advertisements**
 - Two full-colour adverts placed over two weeks in each of the following. Circulation in brackets:
 - Exeter Express and Echo (10,214)
 - Torquay Herald (12,031)
 - Cornishman (6,795)
 - Mid Devon Advertiser, Dawlish Gazette, Teignmouth News (23,269)
- b. **A5 flyer**
 - Double-sided full-colour A5 flyer issued to 16,003 homes within the red-line boundary consultation area.
 - Subsequent reminder letter issued to same catchment area.
 - Flyer handed out to approximately 3,000 passengers at Exeter St Thomas, Exeter St Davids, Exeter Central, Plymouth, Dawlish, Teignmouth, Newton Abbot, Penzance and Torquay railway stations.
- c. **Posters**
 - Posters at Exeter St Thomas, Exeter St Davids, Exeter Central, Plymouth, Dawlish, Teignmouth, Newton Abbot, Penzance and Torquay railway stations.
- d. **Banners**
 - Outdoor banners were installed at Newton Abbot, Dawlish and Teignmouth railway stations and along the length of the proposed scheme (East Cliff, Sprey Point, Smugglers Lane and Parson's Tunnel).
- e. **Website**
 - All information relating to the scheme and consultation was published on the dedicated [Network Rail webpage](#) which received 4,670 visits over the six-week consultation period. Visitors were directed from this page to have their say online via the consultation hub.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order*Consultation Report (January – March 2020)**Document reference (Document Revision Number)***f. Social media**

- We posted a total of 58 updates about the consultation between 15 January and 1 March 2020 on the South West Rail Resilience Programme's Twitter and Facebook accounts, with a combined total reach of 208,710.

g. Summary leaflet with reply-paid response card

- In addition to all the above materials used to publicise the consultation, we produced 4,000 full-colour, 14-page leaflet explaining the proposals, which contained a tear-off, postage-paid response card to enable people to have their say during the consultation period.
- Copies of the leaflet were distributed:
 - At the 11 community consultation events held across South Devon
 - To passengers on peak-time trains between Exeter and Penzance
 - At an event for students and staff at Plymouth University
 - To delegates at tourism summits for South West businesses held in Newquay and Exeter
- Copies of the leaflet were available at:
 - Dawlish, Exeter St Davids, Newton Abbot, Teignmouth and Penzance railway stations
 - Venues in Teignmouth - The Pavilions, the library and Teign Heritage - Teignmouth & Shaldon Museum

h. Media releases and coverage

- Four media releases were issued to publicise the consultation
 - [23 December 2019](#) – to announce the dates of the community events;
 - [17 January 2020](#) – to announce an additional community event;
 - [20 January 2020](#) – at start of consultation; and
 - [28 February 2020](#) – reminder of closure date.

The Network Rail (Parsons Tunnel to Teignmouth Resilience) Order

Consultation Report (January – March 2020)

Document reference (Document Revision Number)

- The proposals received wide coverage print and online media including:
 - The Western Morning News
 - [The I](#)
 - [Daily Mail](#)
 - [The Telegraph](#)
 - Devon Live – [5 January](#); [20 January](#); [29 January](#); [8 February](#); [8 February](#); [25 February](#)
 - [BBC News Devon](#)
 - [ITV Online](#)
 - [Teignmouth Post](#)
 - [Insider](#)
 - [New Civil Engineer](#)
 - [Railway Technology](#)
 - [Rail Advent](#)
 - RAIL - [15 January](#); [6 February](#)
 - [Radio Exe.](#)

- Broadcast coverage included:
 - BBC Radio Devon
 - Breeze FM
 - ITV West.
 - BBC Spotlight TV

NetworkRail

Public Consultation

Proposals to improve the resilience of the South West's railway

Parsons Tunnel to Teignmouth Resilience Project

The railway is a vital artery which connects communities, businesses and visitors in the South West with the rest of the UK.

The section from Parsons Tunnel to Teignmouth in South Devon is a crucial, but vulnerable link which is bordered by steep cliffs that are prone to landslides and rockfalls on one side, and the sea on the other.

In 2014, a landslide stopped all trains for six weeks. This had a huge impact on the local and regional economy.

Feedback from public consultation in 2019 has helped us to develop our proposals to improve resilience of the railway and create new amenities such as new and improved coastal walking routes.

We want to hear your views on these updated proposals. Please come along to one of our consultation events to find out more.

Share your views

You can also view our proposals online and provide feedback at: www.networkrail.co.uk/SouthWestRRP or email us at SouthWestRRP@networkrail.co.uk

You can also call Network Rail's National Helpline on 03457 11 41 41 or follow us @SouthWestRRP

Consultation is open from 20 January to 01 March 2020

Consultation events

Dawlish Warren: Langstone Cliff Hotel, Mount Pleasant Road, Dawlish Warren, EX7 0NA	Mon 20 January	16:00 – 20:00
Teignmouth: Teignmouth Golf Club, Haldon Moor, Teignmouth, TQ14 9NY	Tues 21 January	16:00 – 20:00
Newton Abbot: The Racecourse, Newton Road, Newton Abbot, Devon, TQ12 3AF	Wed 22 January	12:00 – 16:00
Holcombe: Holcombe (Village Hall), Holcombe, Dawlish, EX7 0JT	Thur 23 January	12:00 – 16:00
Torquay: Grand Hotel, Seafront, Torquay, TQ2 6NT	Fri 24 January	12:00 – 16:00
Holcombe: Holcombe (Village Hall), Holcombe, Dawlish, EX7 0JT	Mon 3 February	16:00 – 20:00
Exeter: Mercure Exeter Rougemont Hotel, Queen Street, Exeter, EX4 3SP	Tues 4 February	16:00 – 20:00
Newton Abbot: The Racecourse, Newton Road, Newton Abbot, Devon, TQ12 3AF	Wed 5 February	16:00 – 20:00
Teignmouth: Teignmouth Golf Club, Haldon Moor, Teignmouth, TQ14 9NY	Thur 6 February	12:00 – 16:00
Dawlish: Council Chamber, Dawlish Town Council Office, The Manor House, Old Town Street, Dawlish, EX7 9AP	Fri 7 February	12:00 – 16:00

SOUTH WEST Rail Resilience Programme | Keeping the South West rail healthy

Half-page newspaper advertisement

NetworkRail

Public Consultation

Proposals to improve the resilience of the South West's railway

Parson's Tunnel to Teignmouth Resilience Project

The railway is a vital artery which connects communities, businesses and visitors in the South West with the rest of the UK.

The section from Parson's Tunnel to Teignmouth in South Devon is a crucial, but vulnerable link which is bordered by steep cliffs on one side and the sea on the other. Records show that landslips and rockfalls have affected the railway since it was built in the 19th century, with the last major event in 2014 stopping all trains into or out of the South west for six weeks. This had a huge impact on the local and regional economy.

To improve resilience of the railway we propose to move it away from the toe of the cliffs and then undertake corrective measures in order to stabilise the cliffs. The proposed scheme will not only protect the railway for generations to come but also result in the creation of new amenities such as new and improved walking routes.

Feedback from the public consultation in 2019 has helped inform the further development of our proposals and we want to hear the views of passengers, communities and businesses on these updated proposals. Please come along to one of our consultation events to find out more.

Share your views

You can also view our proposals online and provide feedback at: www.networkrail.co.uk/SouthWestRRP or email us at SouthWestRRP@networkrail.co.uk

You can also call Network Rail's National Helpline on 03457 11 41 41 or follow us @SouthWestRRP

Consultation is open from 20 January to 01 March 2020

Consultation events

Dawlish Warren: Langstone Cliff Hotel, Mount Pleasant Road, Dawlish Warren, EX7 0NA	Mon 20 January	16:00 – 20:00
Teignmouth: Teignmouth Golf Club, Haldon Moor, Teignmouth, TQ14 9NY	Tues 21 January	16:00 – 20:00
Newton Abbot: The Racecourse, Newton Road, Newton Abbot, Devon, TQ12 3AF	Wed 22 January	12:00 – 16:00
Holcombe: Holcombe (Village Hall), Holcombe, Dawlish, EX7 0JT	Thur 23 January	12:00 – 16:00
Torquay: Grand Hotel, Seafront, Torquay, TQ2 6NT	Fri 24 January	12:00 – 16:00
Holcombe: Holcombe (Village Hall), Holcombe, Dawlish, EX7 0JT	Mon 3 February	16:00 – 20:00
Exeter: Mercure Exeter Rougemont Hotel, Queen Street, Exeter, EX4 3SP	Tues 4 February	16:00 – 20:00
Newton Abbot: The Racecourse, Newton Road, Newton Abbot, Devon, TQ12 3AF	Wed 5 February	16:00 – 20:00
Teignmouth: Teignmouth Golf Club, Haldon Moor, Teignmouth, TQ14 9NY	Thur 6 February	12:00 – 16:00
Dawlish: Council Chamber, Dawlish Town Council Office, The Manor House, Old Town Street, Dawlish, EX7 9AP	Fri 7 February	12:00 – 16:00

SOUTH WEST Rail Resilience Programme | Keeping the South West rail healthy

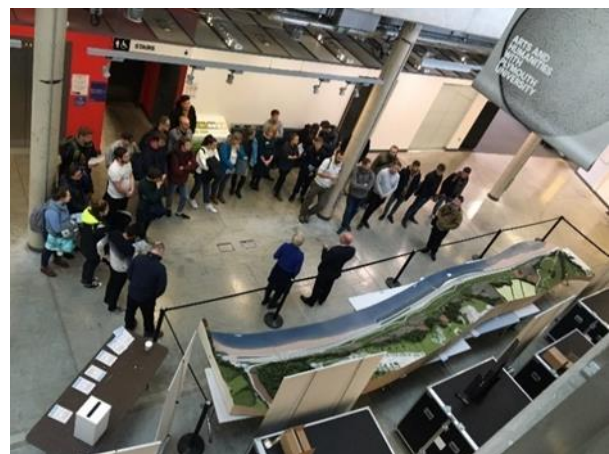
Double sided A5 flyer



Outdoor banners at Holcombe beach and Dawlish station



Community events in Holcombe and Torquay



Community event at Teignmouth Golf Club and event at Plymouth University



Network Rail

Network Rail Western Route

Western House

1 Holbrook Way

Swindon SN11BD

networkrail.co.uk



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