







VALUING THE TAMAR VALLEY LINE

*The economic & wider impacts of the railway to
communities, stakeholders, businesses and the regions*

THIS DOCUMENT SUMMARISES the findings of a report which evaluates and emphasises the economic importance of the Plymouth – Gunnislake Tamar Valley Line to the rural Cornwall and Devon communities it serves.

The evaluation was carried out by passenger transport specialists, the TAS Partnership, commissioned by the Devon and Cornwall Rail Partnership, and enabled by funding from Cornwall Council and the Designated Community Rail Development Fund (backed by the Department for Transport and ACoRP, the Association of Community Rail Partnerships) and the findings highlight a range of positive impacts covering economic, social and environmental benefits and the line enables employment, education, social inclusion, tourism and much more:

-  *The line is a lifeline to the Cornwall and Devon communities it serves.*
-  *The line's connection of remote, rural areas such as Gunnislake, Calstock and the Bere Peninsula to Plymouth means it is a strong pillar of economic vitality to the Tamar Valley.*
-  *The line rivals the road network and offers more direct, faster and also cheaper route options to and from Plymouth.*
-  *Huge tourist profile and value of connecting areas and tourist attractions brings enormous boost – the line is not only a vital connector but enables car-free tourism to the Tamar Valley AONB and is a tourist attraction in its own right.*

Monetised valuation was calculated across numerous areas – from time and cost savings in taking the line over other modes of transport to retail and leisure expenditure generated by passengers. This produced an overall value of the railway of £13,239,225 per year (before accounting for operational costs) and, using most recent journey figures available, equates to a value of £69 per single journey.



“The whole economic future of the area depends on access to the rest of the world – which is what the railway provides and there is no direct road to Plymouth so the railway is a lifeline.”

Councillor Dorothy Kirk





**VALUE OF
THE RAILWAY**

£13m

*overall value of the
Tamar Valley Line a year*

193,207

passenger journeys per year (2016)

£69

average value per single rail trip

£2.6m

*GDP (Gross Domestic Product)
value of employment enabled
by rail commuting*

£482,768

rail fare revenue a year

£401,000

*value of employment from rail
staff and supply chain*







VALUE FOR PASSENGERS

£897,513

value of cost savings (over other travel modes)

£388,281

value of time savings (over other travel modes)

£165,897

fuel cost savings (over car use)



ECONOMIC VITALITY

£2.9m

estimated retail expenditure a year

£2.6m

estimated leisure expenditure a year

£1.7m

GVA (Gross Value Added) of areas served by rail

£949k

value of employment for rail users who have no other means of commuting



SOCIAL CAPITAL

27%

of rail passengers completely rely on the line

£3,098

volunteer time to railway and associated community engagement projects

93%

passengers who agree the railway is both socially and economically beneficial to the Tamar Valley area



ENVIRONMENTAL VALUE

78,273

car trips and 1.2m car miles are saved through rail use

£118,955

savings against environmental damage

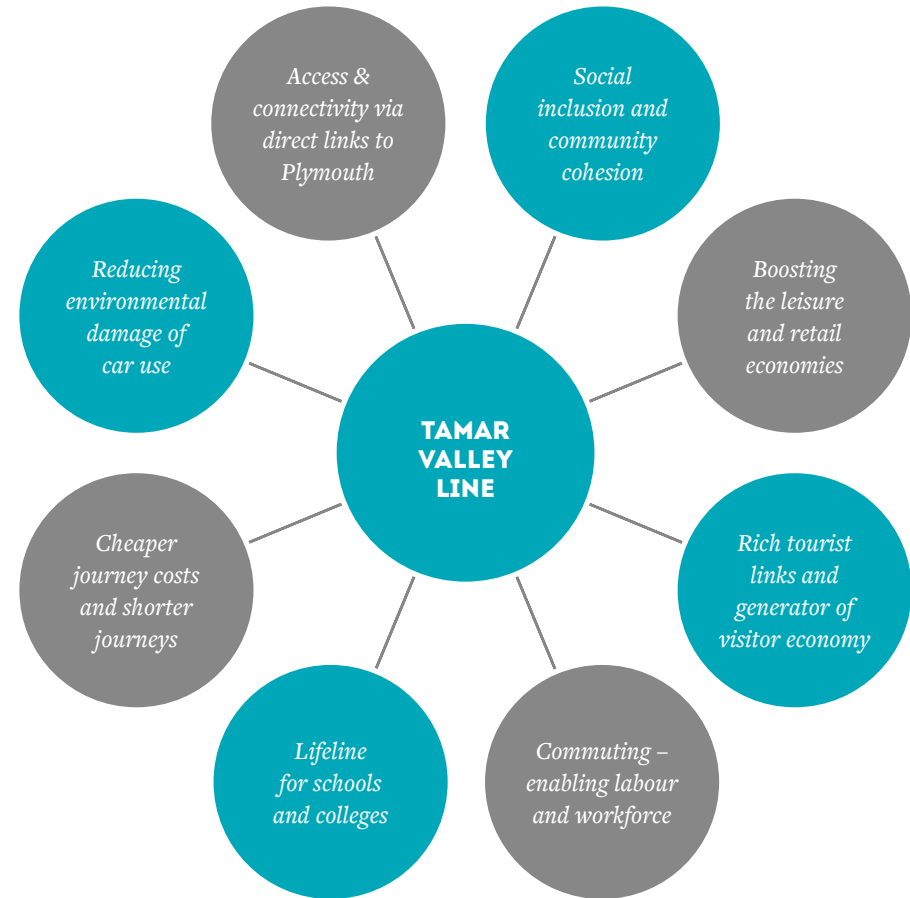
“In our Calstock Refugee Outreach Group, the railway is a vital link which connects the rural community of Calstock with refugees and asylum seekers in Plymouth who are often isolated and orientating themselves to a new city or region.”

Rosie Brennan, Calstock Refugee Outreach Group





“The core recommendation by Visit Plymouth is the links the line offers to Gunnislake and Calstock – where people can visit National Trust houses particularly Cotehele House which is a short walk along the river and very beautiful.” *Jo Thomas, Visit Plymouth*



“The line is an important umbilical cord for that part of the world in bringing in workers, students and anyone who wants to make use of Plymouth’s facilities. It is a very important part of the infrastructure and certainly, in terms of leisure and tourism, it runs up a highly attractive area.”

George Cowcher, Chief Executive of the Devon Chamber of Commerce



PASSENGER FEEDBACK & SERVICE CHANGE

On-train passenger surveys and an evaluation of key service changes highlight several areas of potential improvement to the service.

Passengers would like...



A later evening service from Plymouth – which would allow people to have an evening out in Plymouth and leisure and business travellers could also depart from London, Bristol and Birmingham later than they currently can



A more frequent Monday to Saturday service

If there was no railway...

Having no Tamar Valley Line would mean replacement bus services – greatly increasing the journey time to and from Plymouth as well as congestion on the roads as many car owners would opt for car over bus. Feedback shows the rail service is highly valued both by rail users and wider stakeholders and any removal of service would of course devalue the benefits.

“We would really struggle if we didn’t have the Tamar Valley Railway line. It is a really valuable transport network and most of the village think the same.” Jo Stirling, Owner of Calstock

Bear Necessities Mobile Shop



THE PICTURE IN DEVON

VALUE OF THE RAILWAY

£6.5m

overall net value of the Tamar Valley Line a year

£1.6m

GDP (Gross Domestic Product) value of employment enabled by rail commuting

£251,039

rail fare revenue a year

£200,500

value of employment from rail staff and supply chain

VALUE FOR PASSENGERS

£340,755

value of time savings (over other travel modes)

£135,193

value of cost savings (over other travel modes)

£86,266

fuel cost savings (over car use)

ECONOMIC VITALITY

£1.5m

estimated retail expenditure a year

£1.4m

estimated leisure expenditure a year

£6.1m

GVA (Gross Value Added) of areas served by rail

£535,000

value of employment for rail users who have no other means of commuting

SOCIAL CAPITAL

28%

of rail passengers completely rely on the line

£1,611

volunteer time to railway and associated community engagement projects

92%

passengers who agree the railway is both socially and economically beneficial to the Tamar Valley area

ENVIRONMENTAL VALUE

40,702

car trips and 623,313 car miles are saved through rail use

£61,856

savings against environmental damage



Devon & Cornwall
RAIL PARTNERSHIP



AC:RP
New life for local lines



THE PICTURE IN CORNWALL

VALUE OF THE RAILWAY

£6.8m

overall net value of the Tamar Valley Line a year

£1m

GDP (Gross Domestic Product) value of employment enabled by rail commuting

£231,729

rail fare revenue a year

£200,500

value of employment from rail staff and supply chain

VALUE FOR PASSENGERS

£762,320

value of cost savings (over other travel modes)

£47,526

value of time savings (over other travel modes)

£79,631

fuel cost savings (over car use)

ECONOMIC VITALITY

£1.4m

estimated retail expenditure a year

£1.3m

estimated leisure expenditure a year

£1.1m

GVA (Gross Value Added) of areas served by rail

£414,000

value of employment for rail users who have no other means of commuting

SOCIAL CAPITAL

23%

of rail passengers completely rely on the line

£1,487

volunteer time to railway and associated community engagement projects

95%

of passengers agree that the railway is both socially and economically beneficial to the Tamar Valley area

ENVIRONMENTAL VALUE

37,571

car trips and 575,365 car miles are saved through rail use

£57,099

savings against environmental damage