



Colin Burges shared a link.

1 December at 23:34

The inland Teign Valley route would provide the most effective bypass of the main line in emergencies, being able to maintain services to Newton Abbot and Torbay, as well as Plymouth and Cornwall. It was, and could be once more, a branch line with enhanced diversionary capacity, "the practical railwayman's preference."

The "study" of seven possible bypass routes that was rushed out in June, 2014, after being ordered by David Cameron in February, was only superficial and was n... See more



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Railway diversionary routes

No amount of money spent on the coastal route will make it invulnerable a...

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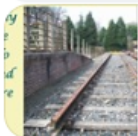
For me, the anti-Teign Route's arguments don't stand up. One being flooding, I am sure it would cost a lot less to lift the areas effected by six foot, than to bore an entirely new tunnel. And heritage lines have shown slight re-routes are possible and e... See more

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One of the tunnels, Perridge, the biggest structure on the line, has suffered a collapse and is in very poor condition. Its story is told here: <http://www.teignrail.co.uk/political-campaigning.php...> The other tunnel, Culver, is open and in good order.



TEIGNRAIL.CO.UK

Exeter and Teign Valley Railway - Christow Station

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The Teign Valley route would make the most sense - that was in part its purpose. I think what scuppers it is cost although you can argue that the cost of losing and then repairing Dawlish is immense. It wouldn't be that easy to put it back - you hav... See more

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The Teign Valley could be reinstated for £180-million, which is around ten times what the track authority paid in compensation to train operators and others after the main line was reopened in 2014.

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Colin Burges that doesn't surprise me. I think they should reinstate it. It was a mistake to close all these lines really. I would have thought once you're past Ide then it can follow the line. Shame some of the stations are now private residences.

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A tunnel through Haldon the simplest and most practical as was started pre 2 World War. That would attract freight too as the current lack of service guarantee puts any potential freight transport company off. Must have been an issue in losing Royal Mail . A huge problem with the Teign Valley is the large amount of housing and development on the old track bed especially from Exeter through Ide.

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Chris Hickson agreed. I can't really see how you solve easily that situation. Sainsbury's is in the way then the road and everything else.

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Chris Hickson There was never a plan to tunnel through Haldon. The 1935 avoiding line would have had tunnels behind Dawlish and Teignmouth. Today, because of development, more tunnelling would be necessary. Network Rail's consultants priced a new line from Alphington to Ware Barton at over £3-billion.

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James Garratt Sainsbury's is not in the way, but Marsh Green Road West, Alphington Spur and the A30 dual carriageway do make heavy incursions. Beyond, very little stands in the way until Chudleigh is reached, where the A38 can be shadowed.

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Colin Burges ah okay. Chudleigh would be interesting - would they put it back under the road - is that possible? I don't think any of this will happen because they judge the railways purely on an economic formula which in London or between two cities makes sense but basically the south west will always be short changed because the for railways here is not just economic but people.

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Colin Burges The longest tunnel under Haldon Hills would have started at Dawlish, about 1 kilometre inland from the present railway and emerged at Bishopsteignton, about 2.5 kilometres long and rejoined the main line at Hackney. Reference from geology records: "The Haldon Hills, usually known simply as Haldon, is a ridge of high ground in Devon, England. It is situated between the River Exe and the River Teign". Throughout Haldon's 24 kilometre length there are various local names, around Teignmouth Little Haldon being one where the golf course is and if the tunnel had been constructed, would have been directly over the line.

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James Garratt The railway would go under the former A38 at Chudleigh Station but would only shadow the dual carriageway from there to Chudleigh Knighton. You are right about the economic case. The railway's share of traffic is so small: 12,500 passengers a day along the coast and a little freight. In contrast, 85,000 vehicles pass over the line on the M5 viaduct alone. With all the road building there has been in the past 50 years, the railway can't hope to compete with speed west of Exeter; under present conditions, if it had the right trains and a resilient network, the railway could compete with comfort and absolute dependability. Ministers must shudder (or chuckle) when demand for a high speed avoiding line is made, whereas an achievable scheme that allows timed diversions might be considered.

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Chris Hickson The Great Western pre-war avoiding line, which was fully surveyed, would have passed close to Teignmouth in three tunnels. Each of Network Rail's five possible routes, dreamt up in 2014, certainly did go through Haldon. The petition is headed "Railway Diversionary Routes." If consultants were ever appointed, you could press for a study of your preferred route.

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Iain Nicolson much of old route no longer exists inland after heath park collapsed or in poor state tunnels houses built elsewhere a38 bypass on sections of old route inland any new line would probably require at least 15 miles of completely new lines no easy solution but at same time one day sooner or latter may well be needed particularly if predicted sea levels rise then existing line with storms effecting it is doomed so sooner new route planed the better and land of route earmarked for it in plans for future even if not built imeaditly then all being well if needed they will be able to as if nothing done more land will be used in between and any future plans become even more difficult

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2



Michael Middleton I do tend to disagree a little. Apart from a short stretch and missing bridge at Alphington, which could be solved by following Alphin brook and bypassing IDE. Then hugging the up side of the A38 between Finlake and Clay lane all that is left is a 100mtr section through an industrial estate to reach Heathfield. Seems less of a task than faced The Bluebellll reaching East Grinstead.

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Roy Davies But Network Rail disagrees with that view which is in effect almost a new line the way you have described it; plus, it doesn't really solve South West rail connectivity. The Heathfield - Exeter route is more of a parochial solution rather than the re-opening of the old LSWR route that would open up so many opportunities for North Devon and Cornwall. I have no axe to grind or trumpet to blow for any particular route in addition to making the coastal route more resilient. It just makes sense. Plus, NR etc should have learned lessons from the Borders Rail project. Clearly, it should have been double track throughout and extended to Carlisle from the outset. Had they been conditions at the start, the line wouldn't have been built.

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Jay Ferret It wouldn't be hard to reinstate it. Next to carriage way there is room between it and river for a line. Yes all line private owned know. Then ide to Exeter has a few obstacles but not impossible. It's alot easier then what people think.

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James Garratt Jay Ferret no it would be incredibly difficult. There would land that would need to be purchased - buildings demolished - the complications of reinstating the line are not impossible but hard to justify economically. I've overplayed an original map against a modern day map and that alone tells you just how much work is required. You'd have to get the railway over and road at alphington for example.

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Jay Ferret Use old track bed then were embankment was taken out bridge it. And we're heads towards carriage was have it going on level and under it. Alot of bridges are intact And can compulsory perches land. Porridge tunnel can be fixed dig out collapse and shot crete it as it collapsed on a fault line.

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Roy Davies Clearly a Dawlish avoiding line is needed but reinstating the Teign Valley line through to Exeter would be on a par with the Borders Railway in terms of what is needed in terms of infrastructure etc albeit over a much shorter distance. As regards the economics, one MP said open a station or open a line and they'll get used as is happening already in Exeter along with the planned Marsh Barton station - who needs civil servants? But the reality is that Plymouth to Exeter via Okehampton is far more viable and would open up possibilities for north Devon and north Cornwall [a park and ride where the line crosses the A30].

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Jay Ferret Meldon viaduct won't take the weight of a train and cycle was are more important to government

Like · Reply · 2w



Roy Davies The NR study indicates another crossing would have to be constructed. None of the alternative routes is going to be cheap but the South West needs better rail connectivity overall. Re-instating the Heathfield - Exeter route doesn't really improve connectivity; it provides an alternative to the coastal route if incapacitated. Plus, NR doesn't think it's sustainable. The Exminster - Bishopsteignton alternative is by far the most expensive and doesn't really open up new possibilities. Re-instating the full LSWR route not only offers an alternative to Dawlish issues, although they must be dealt with, but opens up possibilities for North Devon and beyond. A proper functioning ex-LSWR route will add only minutes to fast journey times between Plymouth and Exeter and there are many possible options, eg trains dividing at Exeter - one portion to Paignton and the other to Plymouth etc. I have strong connections with the South West and I spend much time in Teignmouth but home is in Clapham, North Yorkshire; so I know all about lack of investment, although re-instatement of the Skipton - Colne link [something i'm involved with] almost certainly will proceed. Why? Because it's supported by local MPs of all parties, local councils and authorities and businesses large and small. The significance of that missing 12-mile stretch is that, when re-opened, is that it provides a much needed additional trans-Pennine route.

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2



Jay Ferret Roy Davies we arnt important in Devon. London, Bristol, Manchester the triangle lol

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Colin Burges Roy Davies A hurried engineering appraisal of a structure on a line that is proposed for reopening today is unlikely to be any more reliable than those which once condemned lines listed for closure. I remember standing beneath Ribblehead Viaduct and being told in great detail by a B.R. civil engineer why the structure was beyond economic repair. An in-depth study of the "Southern" route - one of the subjects of this petition - would reveal whether Meldon Viaduct is fit to carry trains. There is no strict definition of connectivity: it could mean simply enabling a connection, which the Teign Valley would; or it could mean improving or speeding up a connection, which in the West Country can only be had at vast expense. A planned diversion via the Teign Valley would be much the same as going via Yeovil and Castle Cary to avoid a weekend possession, when passengers remain at their seats and know when they'll get in.

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Roy Davies Colin Burges You're missing the point made by me and countless others; the Okehampton route not only provides cover if and when the Dawlish route is incapacitated but it provides a whole raft of opportunities for North Devon and beyond. The Heathfield route or new Exminster - Bishopsteignton routes both travel through sparsely populated area so serve only one purpose. I'm a member of the friends of the S & C route and the history of the line's survival is the subject of countless books and articles. Chris Green is the real hero and he mentioned that the viaduct argument was largely a red herring; singling the track meant a lot of the problems evaporated immediately. And there, I didn't mention connectivity once.

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Jay Ferret You could run a single line with cycle way occupying the other old line

Like · Reply · 2w



Colin Burges Roy Davies I am not missing the point. If you read more of what I have written on the subject you would know that I believe in general railway reconstruction. This is from my 2014 submission: "The great disadvantage of the former Southern Railway main line between Exeter and Plymouth, when considered as a diversionary route, is that it would be of no benefit to Newton Abbot, the Torbay conurbation and much of South Devon. However, it is not the purpose here to argue the case for one railway instead of another. This line must be reopened in due course to serve Mid and West Devon and North Cornwall, but its reinstatement is not the immediate answer to providing resilience to the Great Western main line." A lot of others agree that the "Southern" should be promoted on its own merits, without so much emphasis on its value as a diversionary route.

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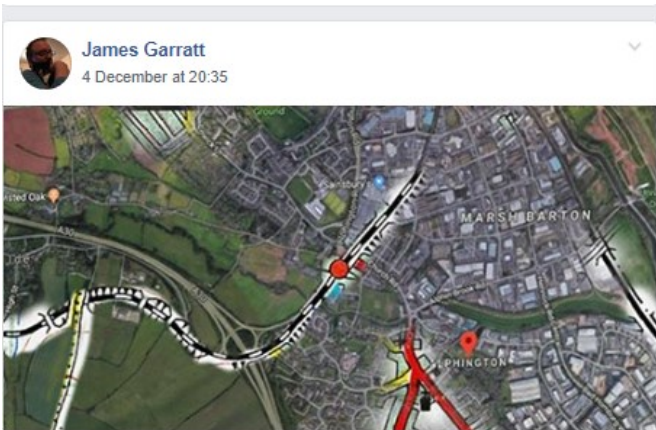
Roy Davies Colin Burges In that case, the only solution to the Dawlish/Torbay problem is making sure the route is never incapacitated; otherwise, your argument smacks of nimbyism in reverse; the people of Plymouth and Cornwall won't thank you for that. When a second route to the west was first mooted, the good folk of Teignmouth and Dawlish said NO; they gave it a big thumbs down because they thought they would lose their railway. General railway reconstruction does not happen; such activity is few and far between. So, given the limited resources available, then we have to choose, which 'new' line will be of most benefit and we're talking freight as well as passenger usage.

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Jay Ferret Both lines would be single with passing places and only used as diversions in bad weather. When not used they could be a commuter line. At a guess 25mph max as teign line curves alot and the southern would have a cycle way next to it so probably 25mph for safety reasons

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5 2 Comments

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Ed Morton So only a supermarket, a housing estate and a main road to go through in the first half mile then

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James Garratt lol yes - these aren't spot on but i've got them pretty spot on. You can see straight away the sheer amount of work required just to get it to Ide.

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Roy Davies I was in Marsh Barton to-day and I noticed the over-bridge was single track; was that the alignment throughout?

Like · Reply · 2w

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Jay Ferret You can't follow original alignment but it is possible. Instead of looking at reasons why it can't look for how it can be done. Nothing is impossible, just means it hasn't be done in the right way yet

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Ed Morton True, but Exeter is so much larger and more built up than it was fifty years ago that the route will be pushed so far south that it'll basically be the planned Dawlish Avoiding route in all but name.

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Jay Ferret Ed Morton no. We're Sainsbury's is were cut bank out put bridge, reinstate next bridge. Then were road goes up to carriage way there is anouth room between houses and road for a line. Have that part flat gradient, so when reaches carriage way there will be ample room for it to go under it and the deep cutting on ide side of carriageway

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Roy Davies According to NR, that route would not be sustainable.

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Jay Ferret The people had a quick look at line not in depth. The quick option is sea wall out to sea or moors. My opinion is they should get advise from people who know area etc not from people who don't and who arnt sat in a office all day.

Like · Reply · 2w

Roy Davies Jay Ferret Like NR [Network Rail] has gone to great lengths in its initial analysis of the various options for the South West, including resilience of the existing route and various options as opposed to civil servants who, if given the chance, would determine the efficacy of any route based on a desk-bound analysis. While not wishing to dampen peoples' spirits, NR opines that the Heathfield - Exeter route is not sustainable due mainly to 'mitigating the impact of the new railway on flood water behaviour may not be possible due to the local topography.' The NR report makes interesting reading, although many have read it, I'm sure. <https://www.networkrail.co.uk/.../West-of-Exeter-Route...>

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Jay Ferret I found it interesting. The sea wall gets some damage (ballast on rails & debris on track) in storms but has only ever been breached a few times in its life. Problem is cliffs to steep. And to buy land above would be to expensive then 're grade it. A snow type shelter would protect line from falls were it is needed then put a break water say for example 100 meters out but at intervals along to break waves thus dissipating it's destructiveness

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Neil Bromley I have heard about a recent proposal to build a park and change at Ide, which would make sense to help congestion throughout Alphington, Marsh Barton into Exeter...would it not be a good idea to create a short commuter rail link/tram shuttle service into the city as well as a bus service from Ide? It does not help that Sainsburys took away a large section of the embankment near the store, but to have a halt/platform near there would certainly help as well as serve out of town traffic. A bit like the heathfield proposal? The line could then in time be put back if NR wish to do so, but it could be a good start to re-instating a vital part of the TVR. ...Exeter has become a very clogged up city...so i think a small shuttle service would help enormously from Ide. I have just taken the tram from Edinburgh airport into the city...what an amazing ride...only cost £6 for a 25 min ride..straight into the city...it proves that rail links are vital these days rather than relying on cars to get us straight into towns. if i had my way, i would open up many of the small rail links..but alas money seems to only be spent on crossrail and HS2!!! As for a second link into devon, i do think the Oakhampton-Plymouth would be best served especially to help serve the north coast and growing towns like Tavistock..as well as the outskirts of Plymouth...Still looking forward to getting stuck in on the heath rail ink in some way..a good start!

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Colin Burges ▸ OkeRail

2 December at 00:44 · 🌐



The "study" of seven possible bypass routes that was rushed out in June, 2014, after David Cameron ordered it in February, was only superficial and not meant to be taken seriously. On both the Teign Valley and "Southern" lines, the obstacles were overstated and the costs inflated. With continuing disruption of the main line and measures which may make it more resilient years from being completed, is it unreasonable to ask that some of the £15-million granted to Network Rail for exploratory work on the coast be spent on an in-depth examination of bypass routes? Please sign this petition and persuade others to do the same.



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Railway diversionary routes ✓

No amount of money spent on the coastal route will make it invulnerable a...

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OkeRail Unfortunately Network Rail are fixated with building a new line towards the sea.

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