



# Proposed extension to Cricket Field Lane

## 1: The railway in numbers, much more than steam trains



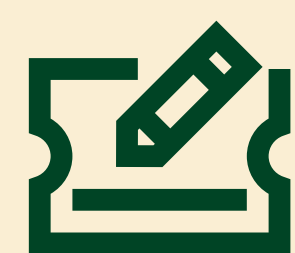
### Jobs at Woody Bay station / site

5 full time  
3 part time  
1 apprentice



### Jobs at Old Station Inn

7 full time  
28 part time  
1 college leaver



### Local suppliers used by the railway

More than 45 from North Devon



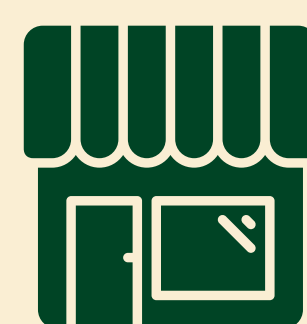
### Local suppliers used by Old Station Inn

More than 20 from North Devon



### Funds raised at Old Station Inn for local causes

£13,500 since purchase in 2023  
Inc. £2,500 to Parracombe Playground



### Parracombe Community Shop & Cafe

£2,000 contribution from the Trust



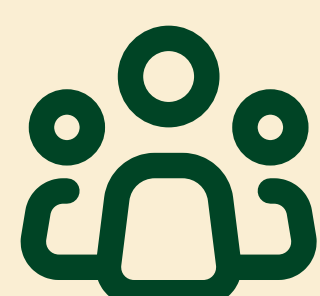
### Nature

1 woodland walk  
2 managed sites (inc. one for Devon CC)  
2.5 acres total  
1,600 trees / whips planted to date



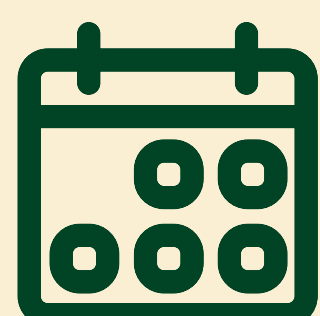
### Community events

Postcode week 9 days, free travel EX & TA  
5 schools' visits with 148 children  
102 children and teachers for schools' Remembrance day  
157 attendees for Remembrance Sunday



### Our standard timetable visitors (2023)

38,658 from the UK and around the world  
Australia to China, USA to Europe



### Additional special event visitors

Postcode week (2024) 2,353  
Gala (2023) 1,473  
Santa Specials (2023) 2,917



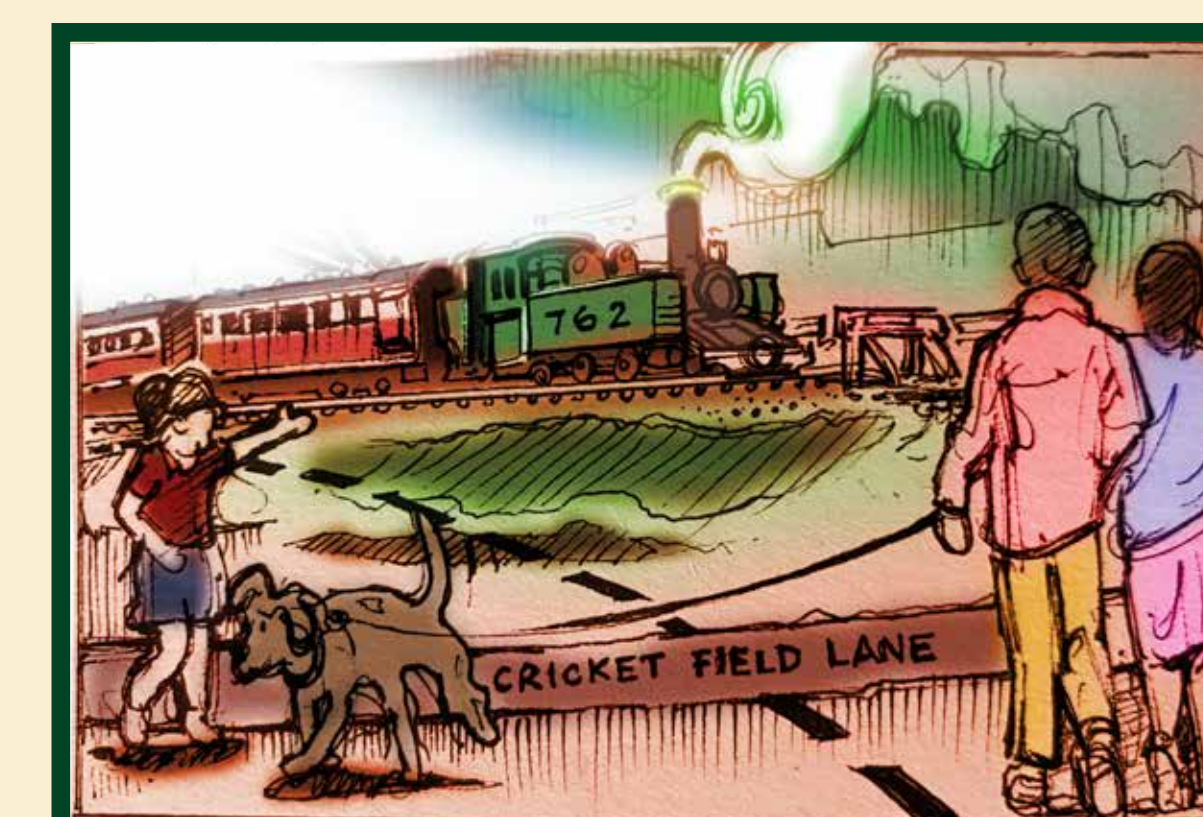
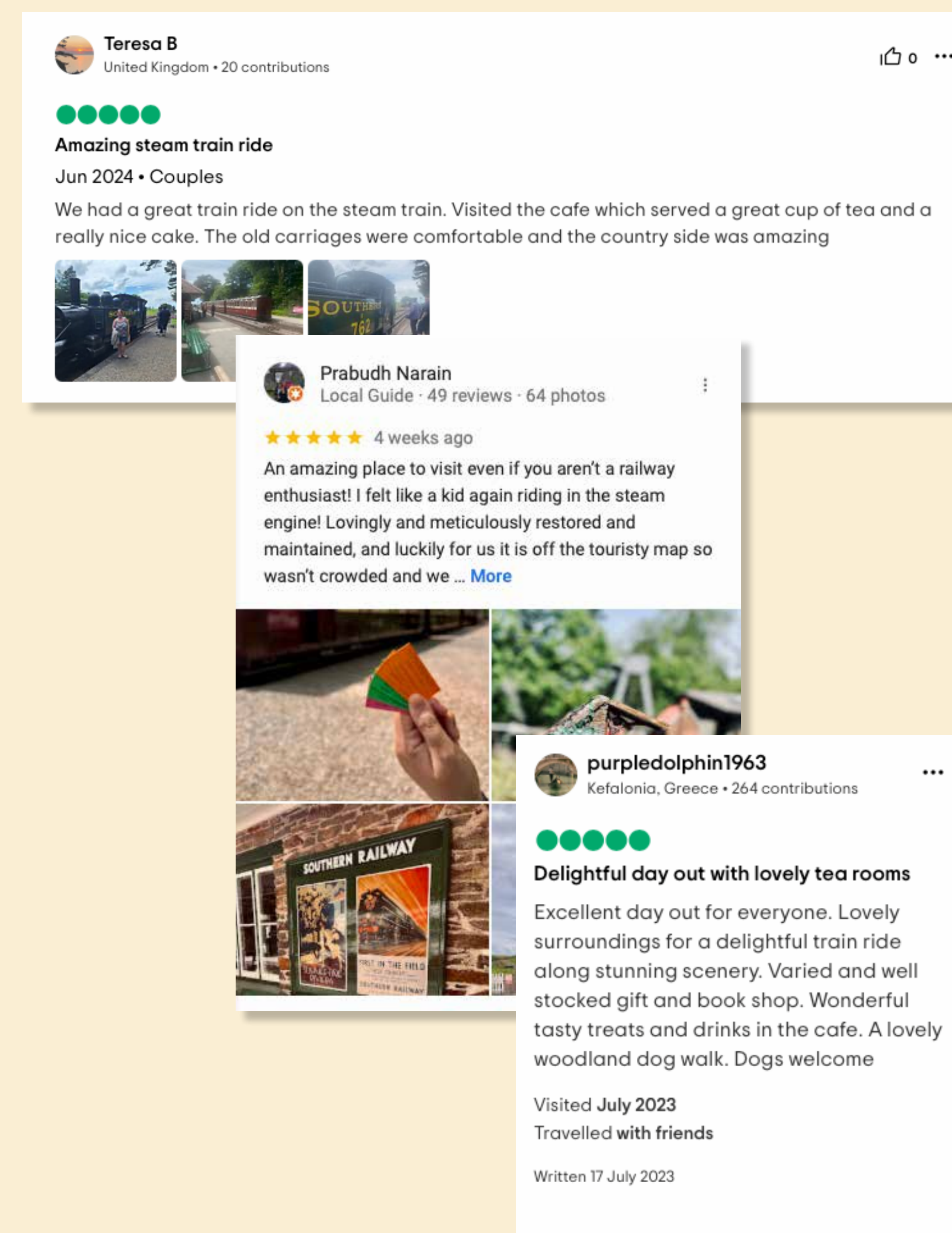
### Our volunteers (2023)

Over 18,500 hours contributed  
National Living Wage equivalent of more than £194,000  
3 working weekends (up to 30 people) with local hospitality spend



### What our visitors say

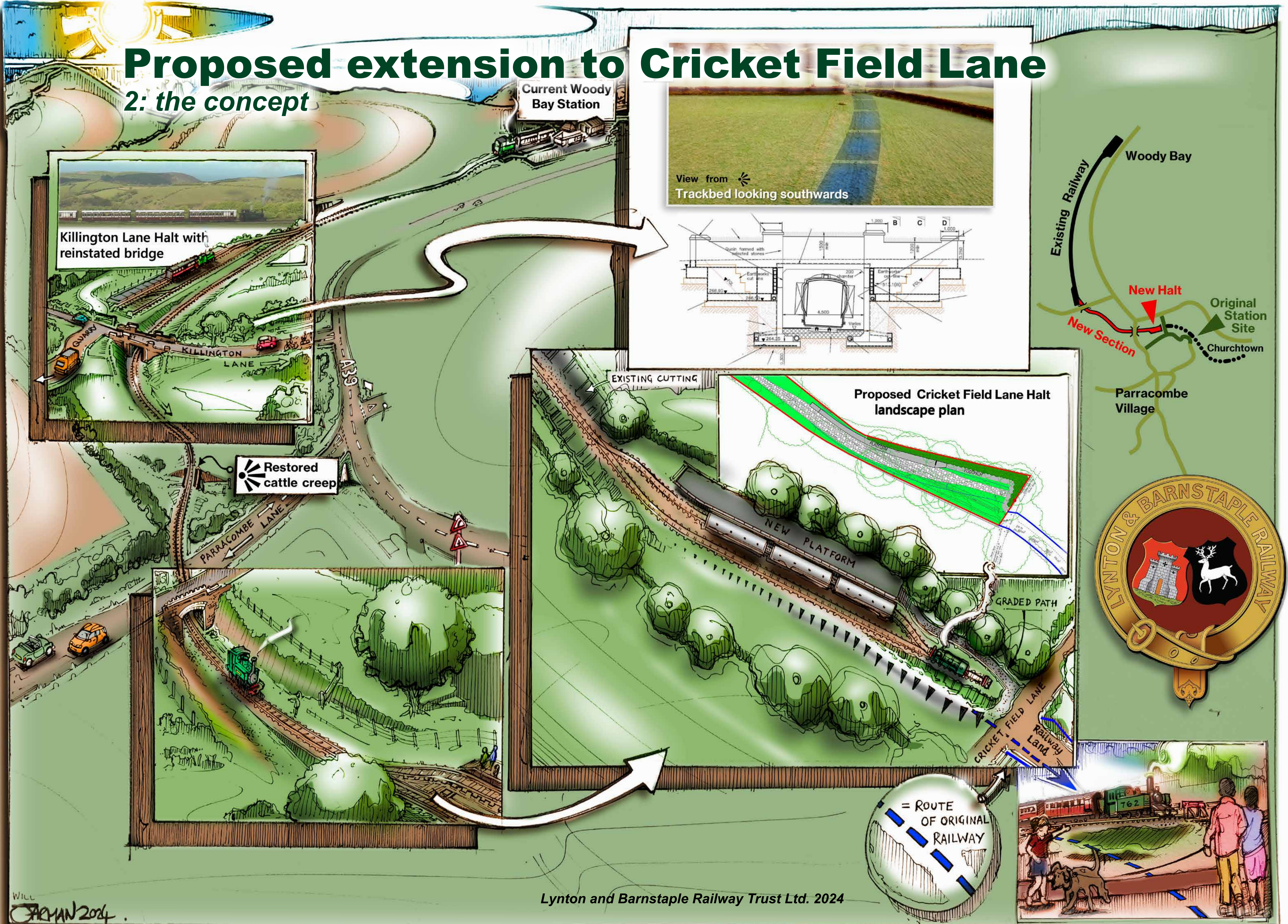
Google 4.6 / 5 from 1,340 reviews  
Trip Advisor 4.5 / 5 from 586 reviews





# Proposed extension to Cricket Field Lane

## 2: the concept







# Proposed extension to Cricket Field Lane

## 3: how we plan to operate

### Cricket Field Lane operations

The additional track length of 938m (approx 0.6 mile) to Cricket Field Lane halt will add approximately 5 minutes each way to the journey time. The existing standard timetable will accommodate the additional travel time (see right)

As per existing operations, all trains will be a maximum of 4 carriages and steam operated.

There will be no parking for passengers at Cricket Field Lane halt, the focus of operations and the passenger experience will continue to be on Woody Bay station site where there are parking facilities, refreshments and where tickets are issued.

There will be pedestrian access only from Cricket Field Lane for the small number of visitors wishing to break their journey and explore the area (as at Killington Lane now, see data panel below).

### Existing services (2023 data)

Average passengers per day: 233  
Average passengers per train: 33  
Average number alighting at Killington Lane per day: 1.9  
Maximum passengers per day: 567  
Maximum passengers per train: 122

*Figures exclude Gala and Postcode days*

### Existing timetable (2024)

Departure time	Steam	Steam	Steam	Steam	Steam	Steam	Steam
Woody Bay	10:45	11:30	12:15	13:30	14:15	15:00	16:00
Killington Lane	11:00	11:45	12:30	13:45	14:30	15:15	16:15

*The 16:00 / 16:15 service does not run from the 1st of October. Apart from during the October school holidays (26th of October-3rd of November 2024)  
Special Events: Trains will operate as required*

### Proposed timetable

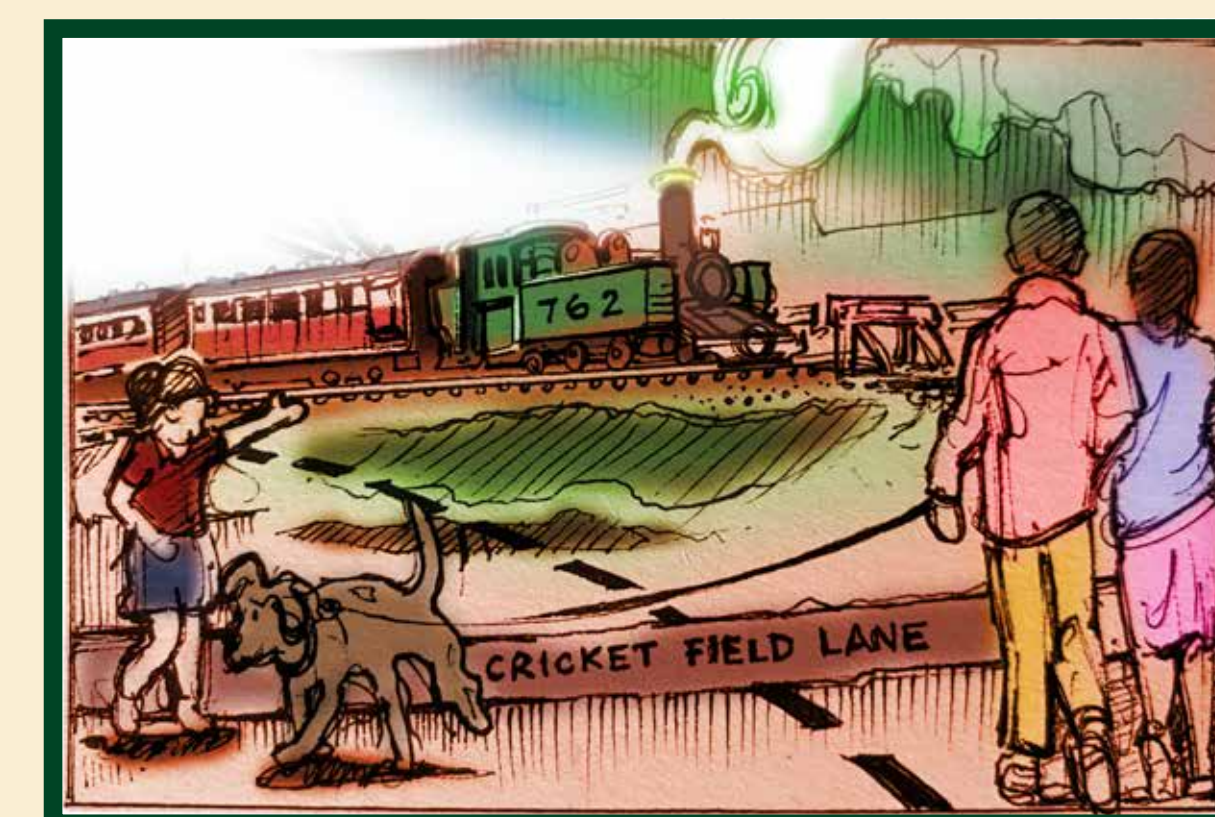
Departure time	Steam	Steam	Steam	Steam	Steam	Steam	Steam
Woody Bay	10:45	11:30	12:15	13:30	14:15	15:00	16:00
Cricket Field Lane	11:05	11:50	12:35	13:50	14:35	15:20	16:20

*It is expected that the 16:00 / 16:20 service will not run from around the 1st of October. each year. Apart from during the October school holidays  
Special Events: Trains will operate as required*

### Recognising our responsibilities

The extended railway will be operated in the same manner **expanding the existing operating regime as now:**

- no publicity or signage for Cricket Field Lane as joining point
- careful design to focus passenger activities within Cricket Field Lane halt
- reduced smoke and careful control (see 4)
- minimal use of locomotive whistles
- no operating in the hours of darkness
- same time first and last services
- neighbour liaison via the General Manager







# Proposed extension to Cricket Field Lane

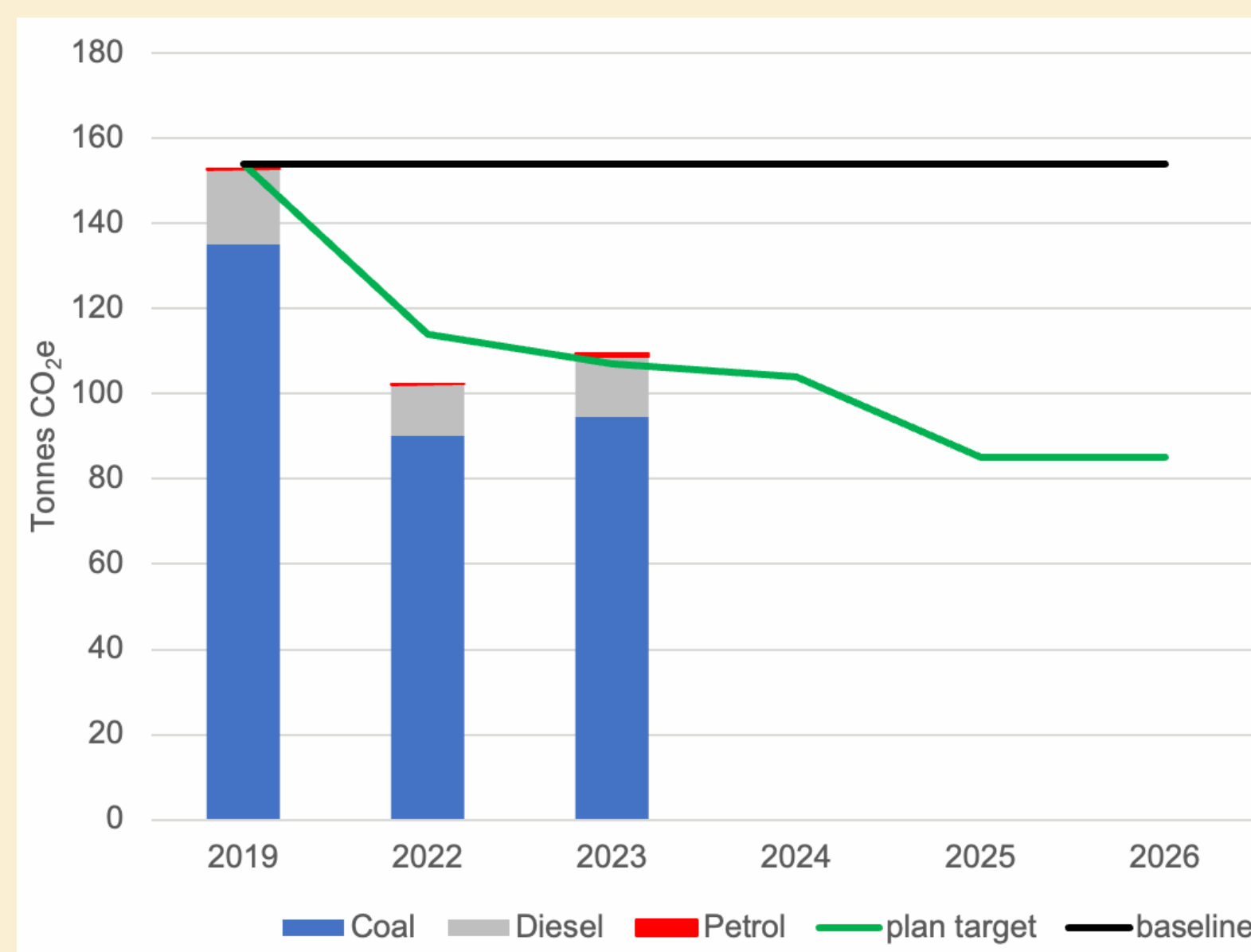
## 4: managing our carbon and environmental impacts

### Our carbon emission plan

A carbon mission plan has been **prepared, adopted and published to reduce the amount of CO<sub>2</sub> generated** from the operation of the railway.

We are already implementing changes to reduce our carbon emissions across all our activities. **We have set ourselves targets and are measuring our impacts.**

For instance, we now **measure coal consumption each day** which has reduced overall need and is driving efficiency.



Existing and projected carbon emissions profile

### Tackling coal impacts

We **do not use and will be not be using imported coal** which is variable in origin and can be smoky.

We have used coal from South Wales until now but that is no longer available. So we **will be using UK-manufactured coal replacement products** specially developed for the heritage sector. Our supplies of Welsh coal run out at the end of the summer.

Products are manufactured from a blend of materials such as anthracite, bituminous coal, petcoke and biomass bound together with resin. These fuels **reduce smoke by up to 80%** and **reduce CO<sub>2</sub> by at least 25%**. We are undertaking further tests before adopting a preferred solution.

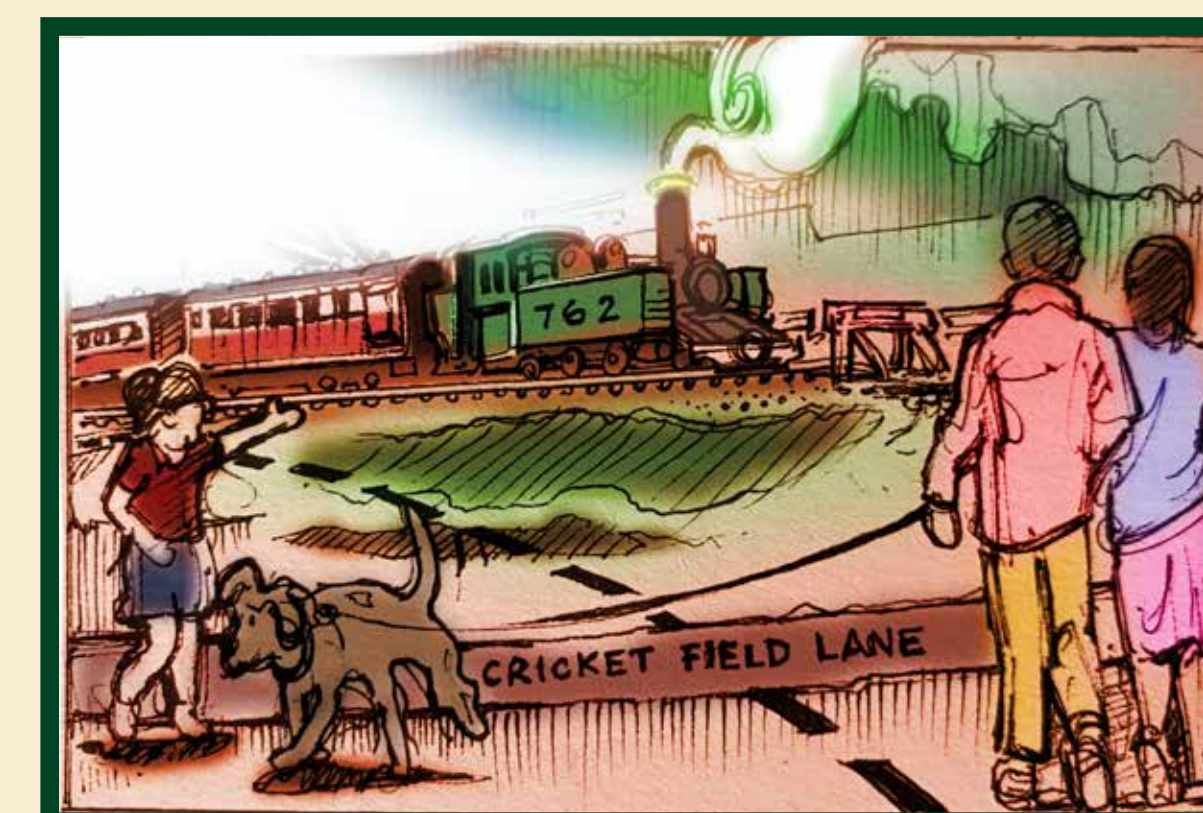


### Examples of wider changes

**Reduced the overall number of train journeys** by adjusting the timetable to match passenger demand better. **We now run fewer, fuller trains** which reduces the amount of fuel consumed and improves efficiency.

Our **diesel consumption has been reduced** by building the **highly-insulated tea-room with electric infrared heaters** in place of the old marquee which was heated by diesel-powered hot-air pump. Our **electrical power consumption is supplemented by solar panels** fitted to the engine shed roof. Our **water is pumped from our own borehole** at Woody Bay station.

Three years ago we **stopped using tropical hardwood sleepers** for track renewals which had a life expectancy of only 15 years. We now use **UK-manufactured recycled plastic sleepers** which themselves are recyclable and have a design life in excess of 50 years. **We will use the same products for any extensions.**



### Exmoor carbon context

Department for Business, Energy and Industrial Strategy (BEIS) figures show that in 2020 **Exmoor National Park produced 167,100 tonnes of CO<sub>2</sub>e in 2022 which is just 0.04% of the UK total.**  
The Lynton and Barnstaple Railway produced **101 tonnes of CO<sub>2</sub>e in 2022 which is 0.06% of the Exmoor National Park total.**





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## 5: protecting and enhancing habitats

### Bio-diversity and the railway

As with any planning proposal we will have a requirement to deliver a **10% net gain in bio-diversity** as a result of the extension.

The railway has been actively managing and improving its operational and managed sites over recent years recognising the value that the railway has in being a **linear nature corridor**.

From the family of deer that live nearby and frequent Woody Bay station, to our local squirrels and the wide variety of birdlife right along the railway who use it as their home, **we recognise and value our flora and fauna and that they are important as our neighbours**.



### Our stewardship and responsibilities

We have responsibility to the unique areas of the Exmoor National Park that surround the area and **we recognise our role in preserving and enhancing its natural beauty**.

As part of the development of the railway we have actively improved the areas which we own and manage. This has included:

- development of the **woodland walk at Woody Bay station** with safe public access, shallow pond creation, bug hotels, bird boxes and visitor information
- native **tree and hedge planting at the Woody Bay site** using stock provided by a grant from Devon Wildlife Trust
- **encouragement of native plants and wild-flowers** around the Woody Bay station site.
- **improvements and planting to the picnic area at Rowley Cross** (on behalf of Devon County Council)
- ongoing **management of the lineside from Woody Bay station to Killington Lane** with managed grass cutting
- **tree and ecology surveys** along the line of route and the extension

### What we will do on the extension

Building upon the extensive planning work we have undertaken which includes tree and habitat surveys we will undertake the following:

- **extend our nature corridor** from Killington Lane to Cricket Field Lane
- **enhance lineside planting with new trees, shrubs and other planting** to increase biodiversity
- **remove any unsafe trees** for the benefit of our neighbours
- **enhance tree planting around the Cricket Field Lane halt** so that it complements the surroundings
- **work with local wildlife and community groups** in undertaking the planning and works

