



Appendix A&B

Consultation report on the Draft Warwickshire Rail Strategy 2019

produced by the Insight Service

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Appendix A

Are there any additional constraints or opportunities we should consider? - Additional constraints or opportunities we should consider?
<p>1. Provision of parking at Coleshill Parkway is vital to its purpose. Without adequate car park facilities the station's capacity is self-limiting. I have tried to use it before but the car park is already full. This means that it is not possible to use the train as there is no alternative parking.</p>
<p>2. Provision of a station at Kingsbury needs to be a priority. The bus service to Birmingham was withdrawn a number of years ago and the village now has no direct connection. The only possibility now is by bus/bus or bus/train via Tamworth. This is lengthy and inconvenient.</p>
<p>1. Current uncertainty of HS2 Project and need for contingency . 2. Alignment with policies in Local Authority adopted planning policies and strategies. 3. More detail of passenger r capacity constrains that exist of different parts of the network. 4. Opportunities created by Light Rail and related technologies</p>
<p>A new station serving Attleborough Industrial Estate, there is one for Bermuda Park, so why not Attleborough? It would serve Attleborough and Whitestone Areas.</p>
<p>A railway station near Walsgrave hospital would help to reduce traffic significantly as both patients as well as the large number of staff would utilise this.</p>
<p>A5 upgrades The stretch of A5 from Atherstone to the M69 both sides is already heavily congested, despite this new housing developments, fast food restaurants etc. have all been approved on this stretch without adequately maintaining or upgrading this stretch for local residents and road users. I agree commuters need to be encouraged to switch to rail and bus services, however in this particular area unless you live within walking distance of a service/station the accessibility is poor and the A5 congestion makes journey times by all modes of transport unpredictable. If new stations are built they have to be accessible and fares need to be competitive vs. fuel otherwise commuters will not convert from road use as their is no incentive to do so. From an environmental perspective improving the existing road route to ensure traffic flows would significantly reduce emissions in this area, this coupled with a viable rail service would be a good thing for the area. It would also be good to take the learnings from stations such as coleshill parkway which are massively over subscribed in the week with inadequate parking but like a ghost town at weekends.</p>
<p>Also re-opening Polesworth station</p>
<p>Any increase in rail travel should not add to problems of air pollution Rail transport policy should specifically aim to reduce the number of vehicles on our roads</p>
<p>As a resident of Atherstone I appreciate the massive growth of use due to improved services. However, the station is having difficulty coping with the use it already has let alone when all the houses along the A5 corridor are completed and MIRA and ALDI get their extensions.</p> <p>Please also take into account that Atherstone is a town with limited parking which is currently free, any attempt to introduce charging at the station should coincide with parking charges in the town.</p>
<p>The station has a huge accessibility problem since the removal of the footbridge.</p>
<p>Coordinate increasing frequency of trains on shakespeare line between Birmingham and Stratford with solihull, birmingham, Bromsgrove and Worcestershire.</p>
<p>Currently all the plans are focused on the north of the county with a few station improvements on the line from Stratford to Birmingham.</p> <p>You need to reconnect Stratford and Honeybourne so that more services to London can be offered and support the new housing planned at long Martson.</p>
<p>Disabled wheelchair users access.</p>
<p>Disagree if the beyond relates to hs2</p>
<p>Do not develop polesworth at detriment of atherstone</p>
<p>Free travel off peak for pensioners using the free bus passes. This unifies public sevicees and will encourage tens of thousands of pensioners to use public transport more, allowing them better quality of life. Also though only havng limited income, will still be distributed more evenly throughout Warwickshire.</p>
<p>Full utilisation of Water Orton train station. Many villagers that live in Water Orton have to travel to Cokeshill in order to get onto a train for Birmingham city centre which then passes through water Orton station with out stopping. Utterly useless and causes more pollution to our environment. Many water Orton resident simply drive into Birmingham as it's easier!</p>
<p>Henley Station offers free parking. Henley JPC is progressing towards making all of the other parking chargeable which drives people who are not travellers to use the Station. It is already dangerously oversubscribed.</p>
<p>How does the strategy relate to other strategic initiatives being undertaken with WCC and district councils that aim to encourage and expand employment and tourism. With so many different and related efforts to direct economic change there is</p>



every likelihood that elements of one will contradict or inhibit those in others, or create additional stresses, or unintended intersectional consequences.
HS2 is not necessarily an opportunity. The assertion that capacity on the WCML will be opened up needs to be evidenced. The Birmingham Interchange station is only of use to those living close to it. For those in Kingsbury and further east (Atherstone/Hartshill/Polesworth) there is no advantage to be gained by travelling to the Birmingham Interchange - 25 mins travel time min plus allowing for congestion, plus parking actually means most people would need to leave home an hour before the HS2 train due to depart.
I am a supporter of more rail services within the greater Warwickshire area as with the planned increasing housing stock and environmental concerns a balanced transport network is required. Re opening the Stratford to Honeybourne line linking it to the doubling of the Cotswold Line would enable commuters to London and the West Midlands.
I believe that the Kenilworth line needs a double track to increase the provision from one to two services an hour. This will be vital for the future of Kenilworth.
I fully endorse the need for a working station in Polesworth
I welcome the development of a rail strategy and would like to see services dramatically improved for Polesworth where I live and where direct access to rail services would be welcomed and, I believe, would save a considerable number of car journeys. I do have a concern that the suggestion of A Polesworth Parkway should be in keeping with the area and should be designed to serve the immediate area. Rumours have spread of parking for 2,500 cars which would put an impossible strain on the local road networks. I appreciate that this is almost certainly an exaggeration but a maximum of 100 / 150 vehicles would be appropriate
Improving and increasing access to stations for bikes
In Kenilworth we have no cycle paths/ links from the station to create an integrated transport network for what is a perfect town for such a system. I use the station and there is not enough space for bikes. For the games in 2021 this is vital and for the future sustainability of the town in the light of the 4000 new homes and this does not include Kings Hill.
In the short term, negotiating with London Northwestern Railway to have more services stop at Polesworth, rather than the current 1 train a day, possibly reinstating the southbound platform in the process. This could be able to be achieved in the shorter term before 'Polesworth Parkway' station is built. Additionally, having trains from Tamworth divert via Coleshill Parkway - even if just during peak hours - would be quite beneficial.
Insufficient detail on park and ride schemes and service to Birmingham and WMCA communities.
Insufficient strategic prioritisation of NWBC communities.
WRS9 and WRS 10 need better detail of WCCs ambition and strategic plans.
Interlink bus and cycling journeys with rail journeys through intermodal ticketing, incentives
It is imperative that people can travel into and out of towns to and from railways by bus or tram or via cycle lanes. Traffic in and around our towns is congested and bus fares are expensive - it is cheaper for me to drive to work than to get on the bus in Rugby
Lack of adequate public transport between Shipston upon Stour (and most especially its surrounding villages) and nearest railway stations (Moreton in Marsh, Banbury, Leamington, Warwick Parkway and Oxford Parkway). Not everyone has a car and, in any case, only Oxford Parkway has adequate parking facilities.
Later trains to Stratford-Upon-Avon from Birmingham on Sundays. Currently it is not possible to attend evening concerts and other cultural or social events in Birmingham by train as the last train leaves early evening.
Look at extending the Shakespeare line from Stratford to Honeybourne
More convenient access, such as having more stops at Polesworth Station, Station Road.
More trains in the evening for social use. Travelling from Water Orton there are very few trains in to Birmingham if you want to go to the theatre for example and no suitable trains to get home to Water Orton or Coleshill Parkway.
No mention (as far as I can see) of electrification of railway lines (for example the Chilterns line through Leamington to Birmingham and the cross-country NUCKLE line). Can this be added to the aspirations, or is it beyond the scope of this strategy?
None, I would like the project to proceed post haste.
Nuneaton needs more fast and lower cost train services to London. It is perfectly located for people working between locations such as London, Coventry, Birmingham and Leicester. The trains need to be direct. Consider Milton Keynes with many services per hour for £20-30 - it is sometimes quicker to drive to MK and cheaper, too.
Parking
Parking charges at stations are a key factor in train usage for commuters. Leamington station has implemented a charging regime which adds a large premium to the old cost more than doubling the charge. A medium to low paid worker would be better to drive if travelling less than 40 miles round trip.
The Cross Country trains are so overcrowded at peak times it is unsafe and is an off outing factor as a viable commute to Birmingham International, New Street and beyond.
The above existing challenges don't appear to be acknowledged.
Polesworth Parkway, the link Road will only bring extra traffic to the already overloaded B5000. It will not take it over the River Anker then to the train line.



It will introduce more traffic to a village that has more than doubled in size with no infrastructure improvements in the last 25 years.
Reduced train fare into Birmingham from coleshill parkway and removal of car parking charges! And reduce number if lorries allowed to park on station road in coleshill
Rugby station is currently well-used but there are thousands of new houses being built on the old mast site. Unless these are served by a new station, residents will have no option but to drive to Rugby. This will lead to increased traffic (especially at the Mill Road Bridge) and particularly for parking. The current situation at the front of Rugby station is very poor - there is insufficient 'drop off' space, very poor links to bus services, and no safe approach for cyclists. At 'rush hour' the area in front of the station is congested and dangerous. All of these are currently constraints on the use of the station; WCC should work with the appropriate rail companies to widen the bridge and improve the area in front of and behind the station.
Seek to include the reinstatement of the link between the North Cotswold Line and the Gloucestershire Warwickshire Railway.
Significant issues exist for access to platforms at Atherstone Station. To enable pedestrians and cyclists to gain access to both platforms there should be a footbridge with lifts either side of the line. Currently access from the town requires pedestrians, cyclists and motorists to go through a very low, dark tunnel which frequently floods.
Somehow "joining" Ansty / Prospero Business Park to the rail network Unfortunately the nearest rail "connection point" is Shilton, some 2 miles plus away. This Business Park will only increase providing yet more quality jobs but people have to be able to get there. currently most people use private cars rather than public transport.
Sort out car parking charges at coleshill parkway!! Make sure that the bus timetable is in line with the trains so enabling people to get into the town!!
Stratford upon Avon seems to have been left out with regard to serious planning. The main emphasis again seems to be on the Stratford to Birmingham route where Stratford is essentially hanging on to the end of a busy suburban commuter route.
The existing Polesworth station only has a parliamentary service. What is the analysis on potential use and reinstatement of the other platform?
The large scale 5,000-odd housing development at Long Marston is next to the former Great Western Stratford to Cheltenham railway line. If this line was to be reinstated between Long Marston and Stratford it would greatly alleviate the poor road network that currently serves Long Marston. It would also provide a direct rail connection between Stratford and London.
The main constraints apart from finance will be around the ease of access and parking ie. a joined up transport system is essential.
The objective of direct Stratford upon avon to London services is mis guided. The current direct trains are significantly slower than the Moor Street to London services. It would be better to focus on well timed connections at Leamington and improving the Stratford to Leamington frequency. That way more commuters could use the train between Stratford Warwick and Leamington, reducing congestion in the area and offer a significantly better connection than the Bus.
The opportunity for a station (commuter, not industrial) at the Dawmill colliery site.
The opportunity to modernise and transform must include more than basic station building reinstatement or refurbishment and car park expansions. The opportunity for local business to play a part in rail modernisation should not be overlooked, for example through the stewardship of refreshment services (eg cafeterias) or community events which may provide tertiary opportunities for local tradespeople.
The paper is flawed as it does not reflect the journey opportunities created by the May 2019 timetable changes.
Also the names of the train operators is wrong.
The polesworth parkway car park is situated in DORDON and not polesworth. We are experiencing major traffic problems on our rural roads throughout own village ie Long Street, Church Road and the A5. The interstruture NEEDS to be place to deal with the high volume of traffic going to use the railway Secondly, with HS2 and the forthcoming house building program for 2000 houses plus destroying our woodlands and habitat we do not need this as it is the only green space left in Dordon
The potential for re-opening lines and stations should be addressed.
The potential of HS2 either being cancelled or being delayed. though if cancelled money could be released to improve existing infrastructure. Further cross county/region shared strategy development could unlock further opportunities. Opportunities should be able to be further identified through a fully overlaid and integrated approach to transport strategy aligning bus services, innovative transport solutions VLR, cycle routes and the road/strategic network with including an overall aim to reduce single occupancy car trips.
The re opening of Brandon Station [Coventry - Rugby] would meet the criteria, giving the local residents the opportunity to travel into Coventry and beyond to Birmingham particularly with the advent of H.S.2 and likewise to Rugby London and the West Coast Main North. The platforms are already in existence. there is a area for car parking which could be easily extended without too much cost. I notice from an article in the Coventry Telegraph dated 2nd August that a Campaign has been launched for 2 more stations one of which to cover the Binley Willenhall area again on the Coventry Rugby Birmingham Line
The reinstatement of the rail link between Stratford upon Avon and the Cotswold line is vital for commuter growth with the capital and the economic growth of south Warks,Worcs and N Glos. This demand has grown since the 1980's,and will continue to do so.



<p>The strategy underplay the environmental and health benefits of improving rail services - it should emphasise the need to reduce private car use, reduce pollution, and encourage mobility for all (including those with disabilities).</p>
<p>The WCML is full to capacity at present, before HS2, so stopping more trains there is problematic. Crucially, it does not give direct access to Birmingham for commuters. A parkway station at Kingsbury would do this and would complement the similar facility at Coleshill. No buses from Kingsbury to Birmingham adds to the poor connections.</p>
<p>The whole concept of a Polesworth parkway station is flawed. From the outset it is not even in Polesworth but is in rural Dordon. So firstly why is it not called Dordon Station. Secondly it seems to assume that the "local plan" and its associated housing will be passed by the inspector. He has already stated that unless the A5 is updated then the development cannot go ahead. The next item assumed is that the proposed road from the A5 to Polesworth through Dordon will be built by the contributions of the developers. Again this assumption is extremely misleading as the development still not approved has not even been detailed as to numbers and locations of houses and the very road you take for granted will be built. Again this assumes that the developers will not land bank areas and therefore not pay money required for the road until it suits them to build. The road itself as far has been outlined does not go anywhere near the proposed site of this new railway station which as far as can be seen will be at the junction of Sandyways lane and the B5000 or very close by. The area proposed is not near the road which is supposed to cure all our problems. In fact the road which the developers are proposing will be a small road of single each way carriageway status which will not carry all this to and fro traffic to the new rail hub for North Warwickshire, West Leicestershire and parts of Staffordshire. The area on which this station is to be built is prime agricultural land and how this improves the environment for the people of Dordon and Polesworth is a complete joke. So in short we are supposed to take all the housing for North Warwickshire, the light industrial development for North Warwickshire but also now the transport hub for everyone else as well. This scheme is flawed in that the majority of people in this area who commute go to Birmingham and there is no direct route to that destination.</p> <p>There is already a rail station which is actually in Polesworth and this scheme does seem to promote the idea of updating this facility infact it appears that it will simply fade away and no doubt the land around it which should be used for this facility will be turned into more housing and making developers even more money. I have nothing against people making a profit but this scheme seems to be, development of yet another area when the facility already exists but the rail authorities and county council don't want to use it.</p> <p>My final point is that it does not matter if you open new stations and put in car parks for them. As was told to the Planning inspector there is no capacity on the rail line and there is not enough rail time for trains to stop and pick up passengers. The line is full and they cannot schedule more trains into a line which is already on rail capacity. Each train will stop at the station for about 2 minutes. With existing trains the inspector was told that there was no time available for a new station or for trains to stop at it.</p> <p>I intend to fully object to this proposal of a new station whether it is called Dordon or Polesworth. Develop the old station certainly but do not try to justify this on the new houses and the relief road neither of which have been agreed as yet.</p> <p>As a final note of dismay I have to say that this consultation if indeed it can be called that is the most secret I have come across. No person in Polesworth or Dordon seem to know about it and the two villages do not seem to have been consulted.</p> <p>As a resident I want this matter to be aired openly and publicly not tucked away on a county council website.</p>
<p>There are three local rail stations within one mile of Earlswood. None are accessible since they are without connecting bus services or anything other than roadside parking in lanes.</p>
<p>There is a proposal to reinstate the line south of Stratford-on-Avon to Honeybourne. I am surprised and disappointed you have not included this in the draft plan. You mention that Honeybourne is an important railhead for people from South Warwickshire, but surely we should be encouraging use of sustainable transport rather than driving by car to reach this railhead. There is obviously a demand for rail travel from South Warwickshire to stations on the North Cotswold line, so why not enable such journeys to be made by train?</p>
<p>There is a train station situated in Polesworth that could be open and used as it's also in the heart of the community</p>
<p>There is no mention of either disabled travellers - making all stations & trains accessible to all (including wheelchair users without the need for support from someone else) or cyclists - has anyone visited other European countries e.g. Austria to see how they join up cycling with public transport.</p> <p>Also, no mention of interconnection with bus routes. Trains get you so far but then a bus might be needed. The train stations should interconnect with bus stations.</p>
<p>This is fine as far as it goes, but should also consider the wider opportunities of connecting to more national links as well as warwickshire.</p> <p>Furthermore, the county council should seriously consider speaking out against HS2 as this will only benefit a few people and not the community. if the review does decide to scrap it in the coming months it will release enormous amounts of funding for the whole country including warwickshire to greatly improve the local rail infrastructure for all local residents and as such this should be included in your draft strategy.</p>
<p>Thought should be given into developing better east-west connections. It is extraordinary that there is no direct rail link to Leicester from rugby and no bus service between rugby and nuneaton to complement the rail link.</p>
<p>To continue free car parking and improve access to both Platforms plus making more parking available.</p>
<p>To maximise all opportunities there needs to be consideration on how stations like Rugby can directly link to places link Leicester and Nottingham.</p>
<p>Trains between Stratford-upon-Avon and London Marylebone/Leamington are very infrequent and slow. The trains are often popular with tourists as well as local workers and students and there seems to be potential for additional services.</p>
<p>Try to keep travel costs as low as possible to encourage use of public transport.</p>



We need a far more ambiguous strategy that will quickly double the use of rail for passenger transport and produce a significant modal shift. There should be less focus on Parkway stations and every new development in Warwickshire should have a funded plan to connect it to the rail network by public transport, walking & cycling.
Whatever link road is built from the A5 to the B5000 will not support the volume of traffic. The B5000 and the A5 from Atherstone to Polesworth and Atherstone to M42 jct 10 is already at a massive rate of congestion. Polesworth will be a bottleneck this is not feasible or needed as proposed housing is under review because of traffic and pollution concerns.
Where Rugby and Rugby Parkway are concerned, parking and impact on the already over capacity local infrastructure should be key factors to consider. Integration with other public transport services should be considered too. Currently in Rugby the Technology Drive housing and retail parks (Junction one, Elliots Field and Tesco) are used as free car parking to avoid charges for all day parking at the railway station. Bus routes should be revised and developed to help with discouragement of unnecessary car use.....
Why the hell has Stockingford and Grove Farm been given the opportunity for a station when they have some of the best buses in Nuneaton, YET AGAIN ARLEY WHO STATION WAS THERE BEFORE TIME HAS MISSED OUT. My daughter works 16 hours a week in Nuneaton but because of the horrendous transport links to Arley she has to get a uber twice a week on Thursday night and Monday night as she finishes at 10pm the uber cost her a day's wage so she works for nothing. If you had of thought about Arley it would have brought more people back in to work as well the young people in Arley who left college and are just now claiming benefits when they are asked about why no job then answer because I can't get there. Yet again you as a county council have failed us again,
With regards the world climate protests that have taken place today 20th September, I would like WaCC to reconsider their stance on the Rail reopening from Stratford upon Avon to Honeybourne with a more positive outlook. The 6mile missing link to Oxford and Worcester would allow greater connectivity from these Cities and beyond to our great tourist town. The Railways are an excellent and Greener way of moving the masses around and it will improve the health of everyone if there are less polluting vehicles within the town. The Garden Village and Meon Vale would also benefit An Economic Impact Study needs to be implemented as soon as possible to determine the viability of this project
With the surge in housing numbers on the Warwickshire/Worcestershire/Gloucestershire borders in particular the Long Marston Airfield 'Garden village' and adjacent former RE Camp, the Re-opening of the Stratford on Avon-Long Marston railway line should be actively promoted and progressed.

Are there additional objectives that you would like to see included in the strategy? - Any additional objectives?
1. Increased parking at Henley in Arden Station 2. Bus route linking Redditch, Henley in Arden and Warwick Parkway stations to alleviate parking demands at Warwick Parkway and reduce road traffic
A better Road network and major improvements to the B5000, A5 and our rural roads through our village(WILL NOT SUPPORT MORE TRAFFIC)
A key objective of the strategy should be to enhance the accessibility of Warwickshire's rail network, maximising the mobility of blind and visually impaired people within the county. With this comes social and economic benefits due to increased connectivity to work, leisure activities, education and friends and family.
adopt affordable travel plans like CENTRO
An improved timetable with a more frequent service to and from Stratford upon Avon
As previously mentioned a station at Attleborough Fields.
Better integration with West Midlands rail services with regard to ticketing.
Care for the environment and the health of local residents
Clarification of the price/value and cost/benefit nexuses of rail and other forms of transport for low income groups, and ensure that these are shifted in the direction of making rail a genuine choice for people in those groups.
Develop atherstone station including footbridge between platforms.
Develop specific commercial incentives to support the use of train by employees of business within the towns to reduce road traffic
Don't see the point of Nuneaton Parkway. Build a car park at Weddington Terrace. It's 4 minutes drive from the top of the Long Shoot and walkable. No one is going to walk up the busy A5 and is only going to make the slow, terrible trains to Birmingham worse.
Ensure free parking continues in Atherstone and to improve the access to both platforms. Need up to date signage and train announcements
Ensure that new rail services are not dependent on owning a car.
Environmental benefits of mass transport
Greater frequency on trains on the Shakespeare line. Move the last train from both Stratford & Birmingham Moor street from 1030 to 1100pm, which would allow people attending theatre at either locations time to get home.



Heritage Railways
I am disappointed that you have not mentioned disabled users so far.
Improve regional integration, and ensure a joined up public transport system, including buses, coaches and trains.
Improve station facilities so that it is easier to reach stations by all means of transport.
Improved routes to stations for cycle riders
Integrate rail and bus services.
Integrate rail facilities with buses and other public transport and cycle routes.
Introduce express passenger services to and from Stratford upon Avon and services to places other than London and Birmingham.
Links between rail and bus, including common ticketing and pricing.
Maximise accessibility for those in high traffic areas (such as Kenilworth and Warwick University) to move from car transport to rail transport.
Maximise accessibility of rail to residents.
ie Surrounding transport infrastructure should ensure residents can access train station via sustainable means. Including bus routes / bus stations, segregated cycle infrastructure (not shared spaces with cars or pedestrians)
Maximise better links between bus and train services especially for commuting to reduce the number of cars on the road.
Maximise opportunities for rail / bus interchanges and links
Maximise opportunities to enable and encourage journeys by rail within Warwickshire and beyond
Do the objectives cover more than providing the opportunity for journeys by rail but the incentives for modal shift, the quality of the experience, time, cost ease compared to a comparable single occupancy car journey?
Maximise opportunities to link with other forms of public transport and to make getting to and from stations easy and pleasant. And to discourage travel to stations by private car.
Maximise opportunities to re-connect existing communities.
Minimise noise and waste pollution
More car parking at local stations to encourage cars off the roads.
More Focus on the reconnection of Stratford upon Avon with the cotswold line
more information about integrated bus routes and cycle routes. No mention of STP priorities stations.
Insufficient recognition of commuting demands.
No consideration of implementation of Birmingham congestion charge plans and opportunities to mitigate impact on NW residents commute
More services from Stratford to London and Birmingham
Must improve train frequency on shakespeare line. Will open up sites at Earlswood, Wood Wnd and assist with delivering workers to the Eastern Gateway Development in Redditch.
Please integrate rail with cycle paths within towns. Please include bike space on trains. The increased services can also massively benefited tourism in what is a fantastic opportunity to expand beyond the Stratford Warwick axis but only if rail users can spread beyond from there. Commuting is so much easier with Kenilworth station. Please create a halt at Warwick university.
Put your common sense to use GIVE ARLEY A STATION, OUR BUS SERVICE IS EVERY HOUR AND STOPS AT 8PM AND YOU WONDER WHY ARLEY HAS THE UNEMPLOYMENT RATE IT HAS, GET A BLOODY GRIP
Rail is good but not HS2, the county should look out for its residents and ask the new government to reconsider
Real emphasis on making rail travel as easy and safe as possible for disabled travellers.
Reduced train fare at coleshill parkway into Birmingham
Removal of car park fee at the station
Reduce lorries parking on station road
See my answer to question No 4
Set carbon reduction targets for the county through implementation of rail strategy and disincentivastion of road use for freight in particular
Support communities that are not served by any or by inadequate bus services, particularly rural villages which currently enjoy a rail station but where the frequency of services makes its use unviable or unreliable to use
The pollution to small villages will be detrimental to health. Why not use what is existing already i.e. improve Atherstone station or build a new hub at Birch Coppice Logistics at rear if site away from villages.
The strategy is full of phrases like: 'maximise opportunities' 'seek to '



<p>'enable opportunities for'</p> <p>These are not real commitments. Real commitments would be things like:</p> <ul style="list-style-type: none"> - Moving a target percentage of road & freight traffic onto the railways; - Increasing the percentage of school children travelling to school by public transport including rail - Building infrastructure to enable safe cycling in our towns & villages and between towns and villages i.e. separate cycle lanes & cycle parks & measuring the uptake - Increasing the number of disabled people who can move around independently by train <p>etc.</p>
<p>The strategy seems to forget that North Warwickshire is being forced to take housing for other authorities and now has to have the infrastructure as well. This of course is correct but these developments being forced into areas where there is no infrastructure seems to negate the whole issue of your objectives. Simply put these objectives try to justify and correct bad planning in the area as a whole and by that I mean Birmingham and Coventry.</p>
<p>There is a shortage of rail line capacity in the South Midlands that needs to be addressed rail travel gets motorists out of their cars something buses do not.</p>
<p>This strategy can't be seen in isolation. You plan to build a new station - Polesworth parkway - on a green field site and seemingly away from the centre of population. Will it be served by buses from Polesworth/Dordon/surrounding villages or will it just encourage more car use??</p>
<p>To be used as an alternative to HS2. To reduce carbon footprint of Midlands. To improve accessibility for jobs outside the Tamworth area.</p>
<p>To consider objective of opening new rail investment to serve areas not well served where major growth is programmed .The best example would be the proposed new communities at Long Marston and Gaydon/Lighthorne ,neither which is served by rail but where there is likely to be further development in future to help sustain services.</p>
<p>to put forward all these valid points with the inclusion that this is far more achievable and makes far more economic sense if HS2 was scrapped and additional government money was put forward to support these objectives.</p>
<p>Train travel can be a liberating factor for people with disabilities. Platform 2 cannot be accessed safely due to steep camber of pavements and in wet weather when the steps and underpass are flooded the alternative routes are impossible. Please give serious thought to replacing the footbridge with a simple external lift system.</p>
<p>Transport integration with other modes particularly walking, cycling and public transport services.</p>
<p>Try out bus services first on proposed rail corridors to assess potential demand as they can often provide the required level of public transport at a far lower cost base and have greater flexibility and response to variation in demand. Trains require higher levels of patronage to be cost effective.</p>
<p>Why spread out the network to new developments when you haven't got this one right?!! Once you have truly maximised the opportunities that already exist then look at future opportunities but we don't have enough public transport at all so surely the emphasis should be on maximising what we have FIRST</p>
<p>Yes, a draft timetable for the West Coast Main Line post HS2. Without this there can be no real vision for debate.</p>

<p>Are there other policies you think should be considered? - Any other policies</p>
<p>1.Policies to encourage new ways introducing and facilitating low carbon rail traffic using new methods of propulsion. 2.policies to support and encourage lower car usage in and around rail hubs .in particular to encourage cycle ,pedestrian and low emission bus journeys and reduce car based journeys.</p>
<p>A double track for Kenilworth</p>
<p>Atherstone is a success story but it could be better and this should be WCCs priority. Building new stations need to be put on hold until Atherstone is at full capacity.</p>
<p>Atherstone is an expanding usage station development and improvements including bridge between platforms are vital.</p>
<p>Better public transport connections to rail stations to reduce car travel.</p>
<p>Can't think of any at the moment.</p>
<p>Consider supporting the reopening of the Stratford to Cheltenham railway line</p>
<p>Cutting waste and improving efficiency</p>
<p>Digital Railway - Use latest technologies in signalling, communications, track and stock maintenance, and the use of sustainable or carbon neutral sources of energy such as Hydrogen or Battery Electric delivered through a digital delivery</p>
<p>disabled facilities</p>
<p>Encourage central government to simplify the railway organisation.</p>
<p>Encourage central government to find ways of easing financial burden of rail users.</p>
<p>Environmental issues; the Introduction of clean air zones within Birmingham and potentially Coventry and whether current rail infrastructure has the capacity to cope with additional commuter demand this will create.</p>
<p>Environmental-HS2 is destroying the Warwickshire (and other)countryside with no benefit to the residents of most of the county. It is a vanity project and the money would be better spent on improvements to existing services and rolling stock and on a trans Pennine service.</p>



Extend services in rural station - Polesworth
Fares : County to adopt same scheme as the rest of the West Midlands i.e. bus passes to also be able to be used on trains and fares to be lower such as the Centro system
Forget policies and consider effect on Grendon Dordon Polesworth by bringing more pollution to the area in terms of freight unloading and extra increased traffic.
Hopefully HS2 will not go through. If that is the case a very big rethink will be necessary and should be consulted on.
HS2 will be of no benefit to anyone living south of Birmingham, and shaving time off a rail journey does nothing significant to decrease overall door-to-door journey times or improve commuting experience. HS2 will continue sucking the life of England into London. It has no demonstrable positive effect on South Warwickshire's transport problems. WCC policy should oppose HS2.
Not enough emphasis on discouraging use of private cars to enable access to railway stations. Be bolder and more imaginative.
Taxis at stations should be electric. EV charge points should be available at all station car parks. Legislation against idling engines (especially taxis) at stations should be strictly enforced.
Electrification of all lines
I think there is a need for as many bus/rail interchanges as possible.
I think there should be a substantial subsidy to local rail and bus fares. How is it cheaper to use the train or bus or tube in London than it is in warwickshire - this is why no one uses the services
I would like WaCC within Midlands Connect and Andy Street to look and consider the virtues of the reopening of the 6 mile missing link.
Increase of infrastructure capacity on the WCML as an alternative to HS2
Increasing the current timetable stops at Water Orton. Make fares in line with those in centro area. It is expensive to get into Birmingham for a short journey. Equivalent journeys within in Birmingham are much cheaper.
Integration of rail and bus services to provide an accessible, regular service to rural villages.
It is important that rail travel is promoted by increased stops at local stations. For example, there would be a significant increase in passenger numbers if later evening trains stopped in Water Orton. Social events in Birmingham, for example, could be made via train instead of car.
Joined up thinking about intermodal interchange. Buses timetabled to arrive at a station minutes after the train has departed (and vice-versa) will only force commuters to use cars to make their commute. A lack of connection from the area to HS2 stations will give the same result. Billions will be spent to achieve no discernible change.
Last mile access to stations needs addressing. Road congestion and safety around stations is critical.
With space at a premium, cycles on trains policy needs reviewing.
Measures to address overcrowding on trains
More Carriages on the trains.
More info and aims on freight transport.
This includes lorry park locations and alignment with Strategic Road network in WCC.
More local stations and trains from local stations to reduce the need for road mileage. It's no good saying we can use birmingham international when its 25 miles away , only accessible by car and £12 to park
Motorcar access to stations impacts heavily on residential neighbourhoods surrounding stations. It is essential that developments at and for stations and rail travel do not lead directly or indirectly to negative impacts on residential areas.
Not covered but should be taken into account are Green Belt / planning policies, strategic road network development, walking and cycling facilities to connect residential areas to railway stations, connecting bus services to form an integrated offering.
Object to Hs2
Polesworth parkway - people using the facilities in Polesworth already can't be bothered to walk 100 metres to use the car park and park on the bridge. Consideration needs to be given to avoid parking in residential areas to avoid parking charges.
Bus services to Polesworth have been cut to my unusable levels. What will be done to improve them to integrate with a rail solution?
Provision of adequate public transport between non-urban settlements and rail stations.
Rail users should be involved in rail service developments.
Charges for car parking should be non existent or set at a very low charge.
Reduce reliance on transport by offering incentives for working from home or employers offering it.
Safety within built up areas, to ensure no harm comes to animals or persons, but to do this in a way that isn't intrusive to look at. Such as planting of trees along the routes.
Should look for integrated ticketing with Birmingham Solihull rail and buses.
Consider new station at Earlswood for housing both local and for Bham and Solihull.



Extra services via Henley in Arden
Consider impact of Bham Convection charge next year and as it expands to most vehicles
Signage from Kenilworth station must be improved. I want to see people cycling far more. The health and social benefits for ordinary commuters are undeniable. This will happen with the advent of electric bikes expanding the market (with shelter and capacity for carrying shopping/rucksacks for schoolchildren) by 2030 and we must be ready with the infrastructure links.
Stratford rail links to Birmingham and London are woefully inadequate and to Birmingham Airport non-existent Consideration should be given to a single track light rail link/tram from Stratford-upon-Avon station to Honeybourne
A 15 mins rail shuttle should be provided between Stratford Parkway and Town to reduce traffic, congestion and pollution
The reinstatement of the link between the North Cotswold Line and the Gloucestershire Warwickshire Railway.
There needs to be a policy against large parkway stations that are poorly connected to existing housing sites unless there is certainty that new service oportunities are not lost from existing town centre stations. The location of new stations shall be determined by the needs of those who do not have access to a car rather than being built on open countryside.
There needs to be further explanation about why you're proposing a new station for Polesworth - probably on a green field site and away from current residential areas. No map is provided so all locals can do is guess. This area is being concreted over enough, everyone is fed up at having the thousands of Birmingham's houses dumped on us because the city does not want to meet its own needs, and because the rest of N Warks is green belt. And this proposal doesn't show any sense that any of the Warwickshire authorities are taking a coherent approach to sustainably planning for our future.
There should be a policy to reconnect existing communities as well as new ones. There is large economical opportunities to connect the east and west midlands better. (and not just via Nuneaton)
To be able to travel from rural villages into Birmingham or London without having to use the car YES on Public Transport in any description would hopefully bring us into the 21st Century!!
Too may bus services are at the "whim" of private companies. The new strategy should try to encompass an overall approach to making the use of public transport attractive and the "obvious preference" to as many travellers as possible - for example, the lack of any direct, user-friendly service to get from Kenilworth to Balsall Common and beyond , to Birmingham airport. In so many instances, using a car seems the only option most of the time.
Totally unsuitable for this rural area
Track improvements on the line between Stratford upon Avon and Leamington Spa. Leamington is an important hub with access to many locations across the country but the service between Stratford and Leamington seems to be hampered by two factors; the prioritisation of services between Leamington and Birmingham over Stratford and the single track link between Hatton and Strtatford. This can mean that there are often two hour gaps between trains making it much more sensible to drive between the two towns rather than use the train. A good service between Sratford and Leamington would also mean that stratford residents could reach other parts of Warwickshire and Coventry by train rather than having to go by car or by very slow bus routes.
Type of train types need to be defined due to diesel being phased out.
Why is it not being considered to improve Polesworth Station which already exists instead of getting rid of yet more rural green field sites. The costs of upgrading Polesworth station is surely more than a large new build. If built Dordon parkway is out of the villages and has no foot paths along the B5000 to it therefore everyone will have to drive to it when the existing facility can be walked too. The policy with regards to this station should be to renew and upgrade existing facilities.
YES, allow free off peak travel for pensioners via their bus passes. It makes utter sense. Enriches lives and will encorage spending in villages etc . Transport for the masses. Integrate bicycle routes / services into a unified coherent transport system.
You might consider catering on trains (vending)

Do you have any comments to make about any of these policies? - Any other comments
Access via sustainable methods is really important - it's important that connecting roads are looked at and accessed on how friendly they are to sustainable methods (e.g. cycling).
For instance Nuneaton is really poorly connected for cyclists - whilst a few lines have been painted on the road, nothing has been done that actually improves cycling safety. Without segregated infrastructure for cycles, you won't encourage more to travel to the station via cycles.
All are laudable but they need to be more ambitious and targeted. They are but aspirations unless meaningful policy and actions within timelines are declared.



All of the policies are broad aspirations and WCC has limited influence over many areas .An indication of priorities and where resources can be best focused
Any station to serve Warwick uni and kings hill needs to be within walking distance of these places. If a station was built on the new link road (that may or may not be built) it would only be accessible by car which isn't sustainable. Site a station on Woodfield or Bishop Ullathorne school land or Kings Hill allocation and the station would be within a 20min walk of circa 5000 homes. More generally I don't view it as sustainable investment to build parkway stations which will only have a service frequency of 1 or 2 trains per hour.
Appears to be a complete absence of environmental sustainability in the east of North Warwickshire.
As per social media, there is no need for a station between Hinckley and Nuneaton. By the time has changed gear it will be time to slow down.
Basically consultation with the residents need to take place now before you talk policies.
Can you provide more detail on the proposed Polesworth Parkway Station
Given the declaration of a Climate Emergency across Warwickshire a rail infrastructure that works and connects people and places is key to reducing road traffic.
Happy to follow up. Contact me on 07850 360762.
HS2 is a present day solution for future challenges and as the project progresses appears to be offering less service for more money.
HS2 will bring nothing but blight to Warwickshire. There will be no benefits in providing transport to the very limited number of HS2 stations, the policy should focus on ensuring that if HS2 is built then existing rail services should be maintained at least at current levels without for example reducing the number of fast trains from for example Rugby to London.
I do not agree with hs2 but the council must maximise any opportunities it does offer for the local communities that it is affecting.
I want to see a fat better rail network but this must be linked to non carbon onward links for all sections of society. Mobility scooters should be included too.
If you think a policy is a good one, don't use words like 'where appropriate'.
Ill thought out in general and hope no public money is wasted on this.
HS2 only releases capacity and is of little use to those not living nearby. No one in Nuneaton in their right mind will travel in the opposite direction to catch a train to London.
Don't ruin existing train services - 55 minutes to London is a key reason for being in Nuneaton. Encourage more trains, more often. Don't build pointless new stations. Make it easier to drive to existing ones. Don't try and suggest you'll make it easier to get to the stations by other means. The bus services are useless, weather can be terrible and if you try and force people out of cars they will just drive to someone else or better still move away to towns that aren't against workers.
Also your strategy seems to assume people will continue to travel as much. With remote working this means getting to big cities occasionally is important but lots of people work remotely and can work when they travel - if the services are good.
Get some experts in industry, not self-serving rail experts or public servants to advise as they will know better.
I'm very much in favour of getting freight back onto rail but there is not room at Atherstone so it would be difficult to persuade Aldi, TNT, Royal Mail and 3M to transfer from roads situated as they are within sight and walking distance from Atherstone station and the A5. However, their executives use the station often in large groups.
In the current political climate - will there be funding for any of this?
It is hard to see any benefits that HS2 could bring to Warwickshire.
It is unclear what the tradeoffs to these policies are - as such there is nothing specific in these policies to not support any making this consultation somewhat biased unless set out in the context of constraints or alternatives that have been considered but set aside
Local Consultation is vital
Make a double track for Kenilworth
More parking at stations, or linking bus services, definitely required
Not clear what the Community one was about. Too much jargon and not enough plain English on what will actually be delivered.
On passenger time table , more early and late trains to include full Sunday services
Our Station has one train a day in one direction. No others. It would be good to have a proper rail service.
Policy WRS11: Rail Fares & Ticketing: A contactless Pay as You Go style system for ticketing on rail in Warwickshire would be beneficial, not only giving people confidence in the fare they are paying but also being able to change travel plans, rather than being stuck on using a specific train, although collaboration with TOCs and DfT may be required before implementation
Station development to achieve more capacity for parking could clash with green belt building constraints
The Chiltern service to London Marylebone is excellent with punctual, clean trains. We have no need for HS2.



The current rail organisation is over-complex and not fit for purpose. It was designed for political purposes not to deliver an integrated network of public transport
Rail-fares are still very high compared to the rest of Europe and too complicated. They need to be simplified and subsidised for working people perhaps by reduction in Nat. Insurance contributions.
The key issue is additional rail capacity without economic growth would be severely stunted.
The policies seem to be well thought out and comprehensive. They demonstrate a potential economic benefit to the region and seem to consider public transport needs in the future, e.g. 2025 and beyond.
Such projects must be paid for, please don't price out the cost of travel to the users.
The strategy is weak and woolly. It lacks urgency and ambition.
There is no policy to electrify lines and start high frequency services in the near term.
There is insufficient support for re-opening former railway lines, especially considering the large expansion of housing developments in the Warwickshire area.
There is no mention of ANY road improvements which would have to be considerable to support the policies
They all seem very sensible and productive
They are about 20 years too late but better late than never, I suppose!
They are vastly more ambitious than anything WCC is capable of achieving, and the attempt to do so is likely to end up making very little difference. I hope that WCC will be scrupulously honest and self-critical in reporting the progress and outcomes of this strategy, and its costs.
Train travel needs to be more affordable, it's currently not economically viable for many journeys, still remaining cheaper to use a car.
Need to ensure that passengers get a seat. Frustrating to purchase a ticket then have to stand for the whole journey, especially if ahead of a busy day anyway.
More user friendly services. E.g last train back from Birmingham to Nuneaton is 22.20. Completely useless if you want to see a show or spend a full evening there. Makes using the train not viable.
We in the North of the borough need better rail service, trains that actually stop at the station, later services and more carriages

Corridor A Are there any additional improvements you would like to see included on the Trent Valley and Wolverhampton-Coventry Corridors
Addition of a station at Houlton is needed Rugby traffic to the station is congested and parking is at capacity. In the meantime bus shuttles to the station at reduced cost (it is currently £6 and takes 40mins) should be provided
Additional tracks where feasible, so that slower services can be overtaken by long distance express trains. 3 tracks through stations or bi-directional working where safe to do so.
Agree with 1. completely
3. to encourage Nuneaton and Rugby to be place destinations????? Really?
As a second phase yes please. Let's get the existing services improved
As previously listed Coventry Rugby Birmingham re opening of existing stations and the creation of a new one
As stated develop existing stations namely Polesworth not a new access point at Dordon
Better disabled access
Birmingham has good enough trains
Does Rugby come into this?
Ensure good links between rail infrastructure developments and the tram which is being extended within Birmingham city centre. The tram is really convenient to travel to Wolverhampton but has poor links with existing rail services in smethwick, and as the tram is being extended to the East of Birmingham city centre, links with the rail network for Coventry should be planned for.
HS2 will free up capacity in these corridors moving a number of the present bottlenecks that impacting the Chase Line in particular presently.
I am concerned about Polesworth Parkway station.
We need at least 2 trains per hour on the Trent Valley line with one each taking the Stoke and Stafford branches.
Improved facilities and services at Polesworth station. The single ghost train each day is obviously insufficient and this is a glaring omission from the strategy.
Increased frequency at Polesworth station on the Trent Valley lines, with services going south too
Increased long distance services from Nuneaton. Later trains and improved Sunday service
It is not clear that the proposed new station at Polesworth Parkway will transfer trips from road to rail.
Polesworth desperately needs a better service than the current 1 train per day due to the massive deluge of housing which the BC has accepted from Birmingham, but the location of the station is key. Why hasn't the Polesworth Cllr engaged with the



community about this proposal? A petition has been started by Polesworth Matters to improve the existing station.
It is impossible to support or not support the proposal without the site being revealed.
More fast trains between Northampton - Rugby - Coventry - Birmingham, with a separate all stations service. This might require some infrastructure improvements to allow faster trains to overtake the slow ones.
More trains, and trains late at night.
Reinstate the 3 trains per hour Birmingham/Coventry. Bizarre and very misleading that local trains are 45/15 minute intervals because they miss one station stop out!!
Rugby needs to have a direct service to Leicester and Nottingham / Derby
There should be more not less fast trains from Coventry and Rugby to London.
We should maintain the aspiration of 4-tracking Coventry to Stechford/New Street but that is perhaps outside this time-frame pending commencement of services on HS2.
What is the future of Polesworth station?

Corridor B Are there any additional improvements you would like to see included on the North-South Rail Services and Coventry – Leicester/Nottingham Corridors?
1.Wish to see specific priority given to better integration and improvement for rail services serving Stratford and its linkages into the wider network ,particularly related to extension of NUCKLE services to Stratford upon Avon. This will provide greater integration of rail services
Access of Ansty/Prospero Business Park to the rail network - see previous comment on this subject.
Again Rugby services are not improved
An extension of the Nuneaton-Coventry-Kenilworth-Leamington Spa service to Stratford-upon-Avon as a North-South link across Warwickshire.
Are you happy that the provision of grade separated junction at Nuneaton has been adequately addressed ? There seems no way that Coventry -Leicester trains could cross WCML on the flat.
Earlier trains on sundays.
Better frequency.
Better interchange at Nuneaton, as reinstating a direct line to Leicester is difficult and costly, engineering-wise. It would also bypass Nuneaton station!
Coventry - Nottingham should include Nuneaton as intermediate station. Being directly connected to one of our nearest cities would have great impacts for economy.
Double track for Kenilworth
Dualling the tracks between Leamington and Coventry via Kenilworth. As a Kenilworth resident commuting to central Birmingham a direct, efficient and convenient service would enable our family to give up our second car.
Extend these services to and from Stratford upon Avon.
I would like to see the line have a better and more frequent service with regards Kenilworth
Key is a direct connection to Leicester
Link to a new station at Walsgrave, Coventry
Link to Stratford-upon-Avon on to Leamington and Kenilworth as part of NUCKLE will provide a boost to tourism and also reduce road journeys into Stratford-upon-Avon
More trains later at night to encourage evening visitors into Kenilworth. More Saturday and Sunday services for families with a bikes rental scheme for families from the station to the castle and abbey fields.
More services stopping at Water Orton.
more services, longer trains and better reliability of trains, expand Nuneaton station further rather than building a parkway station, parkway station likely to draw services away from current stations e.g. Nuneaton and Hinckley, which need more frequency and capacity rather than a new station discuss link to east coast main line by linking melton mowbray and grantham to reduce journey times to north east
more trains than once an hour
Nuckle needs to extend up to Atherstone.
Regular times of trains and increased frequency
Round the clock service and better Sunday service
Rugby needs to have a direct service to Leicester and Nottingham / Derby
Since the introduction of through trains to Leamington front Nuneaton, I have used the service numerous times for day trips and visiting friends.



The cross-Coventry services were introduced in May 2019. The real benefits would come from increasing the local service (serving Kenilworth) to half-hourly and diverting the second hourly Cross Country train to run vi Coventry and Birmingham International. This is likely to require some infrastructure improvements, e.g. doubling Kenilworth - Leamington. The proposed Coventry - Leicester service needs to be limited stop to be of maximum value.
The infrequency of trains to Kenilworth has been raised with us and, as a station that is not always staffed, there is a lack of accessible information available if a train has been cancelled or is delayed.
The line Leamington to Coventry needs to be doubled particularly if a station is built for the expanding University of Warwick.
The reliance on HS2 to enabled these opportunities needs to have a contingency plan so these can be started to be realised either waiting for HS2 or if it doesn't happen.
The route needs to provide trains that are fast and regular. At present the route is slow and travel by car to Nottingham for example is easier and cheaper
There is no mention about track duplication through Kenilworth nor any direct services from Kenilworth in Birmingham, which is a major employment hub in the area.
They should extend to Stafford now, not just possible plan in future
very strongly disagree with plan for Nuneaton parkway station. This could have a very negative impact on future services at existing Nuneaton and Hinckley stations.
Very strongly against Nuneaton By-pass which would lose all the benefits to the town and prevent connections at Nuneaton to west coast main line services. These connections can help the town regain inter-city services.
Yes. Frequent speed trains between Nuneaton, Coventry connecting Leicester and Oxford.

Corridor C Are there any additional improvements you would like to see included on the Leicester - Birmingham and Birmingham - Tamworth/Derby Corridors?
A more frequent stop at Polesworth Station to reduce the high demand upon the road especially when the housing is complete between Dordon and Polesworth.
As outlined in the consultation document, a future distinction between long distance Cross Country services and local stopping services to increase overall capacity would be useful
At Water Orton, more services throughout the day moving to a 30 min service and re-introduction of services to Tamworth and derby. Currently trains pass through the station on a regular basis . A late night service into and out of Birmingham and restoration of a good Sunday Service pattern
Direct train into Birmingham from Kenilworth
Disabled access
Free car parking for rail users. Charges at Coleshill Parkway are needed because places are taken by non rail users. This should be resolved another way other than charging for the car parking. This does not encourage rail use and will move the parking problem elsewhere when rail users can't afford to pay.
Some solution should be found for where rail users should park at Water Orton station. They use the car park and stay there all day so that that customers for the local shops cannot park which affects the trade of the shops.
A better service to Birmingham and places like Tamworth, Matlock, Nuneaton in the other direction would be good.
If some Birmingham-Tamworth trains went via the Kingsbury loop they could serve Coleshill Parkway and enable that station to achieve its full potential providing services in 3 directions instead of 2. This issue is entirely separate from the proposed Kingsbury station which would be on the main line north of the loop.
Earlier trains on sundays.
Improve what is already existing instead of building more. HS2 should be cancelled and improve whats already in place.
Improved access to the Water Orton platform.
Improvements to Atherstone such as a bigger car park, reinstatement of the railway bridge across the lines and a multi storage car park would look totally out of place in Atherstone(Old Market/Historical Town)
Just more frequent trains and more carriages, especially ones that stop at Water Orton
Make best use of Water Orton during rush hour to ease congestion in the village and surrounding area. Village residents should not have to drive to Coleshill to get on a train . It defeats the whole point of public transport
more local stations and more frequent trains
More services stopping at Water Orton
More services to Coleshill Parkway Station.
more services, longer trains and better reliability of trains
More trains at night and more carriages



More trains stop at Water Orton More car parking at Coleshill
More trains stopping at Coleshill and Water Orton.
Improvements to Water Orton Station.
More trains stopping at water orton are needed. Cheaper fares. More parking and no parking chargers at Coleshill parkway.
No point to a Nuneaton Parkway station. Only useful to Hinckley residents.
Open Polesworth Station with full services.
Pleased to see possibility of Kingsbury station but in the short term surely more use should be made of the Kingsbury loop. Trains between Birmingham and Tamworth could go via Coleshill Parkway to provide the service that station needs. This would also enable fast trains taking the main Derby line at Water Orton o overtake.
Regarding the proposal of Polesworth Parkway station as long as that is not to the detriment of Atherstone Station
the Nottigham/cardiff trains including the birmingham derby trains run through Kingsbury but doesn't stop. the village has had 2 campaigns to get the trains to stop without success. Yet it stops at Wilnecote, a much smaller village. There is huge potential in the Kingsbury area for rail travel. this would relieve massive pressure from regular commuters to and from Birmingham as anyone travelling along the M6 /Aston expressway corridor knows. this will only get worse if HS2 goes ahead with major disruption to the local road network especially Junction 9 on the M42 (dunton island) To add to the problem there is not even a direct bus service to Birmingham apart from one bus in the morning and one at night. A farcical situation for such a large residential community only 15 miles from a large city! Please consider putting a station (just a platform) urgently in kingsbury to help a population of over 7000 residents.
We want to see a viable station at Polesworth but on the current site. Not a Polesworth Parkway that will bring more vehicles onto our already overloaded infrastructure.
When can you start?? My area is shamefully short of public transport and leads to very high car usage. Attending hospitals, etc is near impossible without one.
Yes later trains please. As commented previously, the last train back from Birmingham or Leicester to Nuneaton is too early, meaning its only possible to visit the cities for the theatre etc by using a car.

Are there any additional improvements you would like to see included on the Snow Hill lines corridor?
1. Improved Parking at Henley in Arden Station 2. Renovation or development of Henley in Arden Station building which has become derelict over the years and gives a bad first impression on arrival and is not helpful in attracting tourism to the town
All stations must be fully accessible (for wheelchair users, parents with pushchairs etc.)
Platform 2 at Warwick station is currently NOT accessible.
Already noted above
An improved and more frequent service
As noted above greater integration of Stratford services into the wider network would help promote local economy and help reduce car usage.
Build multi storey car parking to overcome space constraints
Direct trains into Birmingham from Kenilworth: huge commuter demand
Disabled access
Earlier and later trains on a Sunday, also earlier trains on a Saturday. A railcard for 30 to o.a.p.'s who travel on their own who are not disabled
Electrification. It would free up diesel rolling stock to fulfil new services in Warwickshire.
Extend services south of Strtaford to Evesham / Worcester and stations in the North Cotswolds - see my comments above.
Extend the service from Stratford to Honeybourne
Extend this to Kenilworth to provide redundancy and another alternate route into Birmingham
Guide Dog users have specifically raised issues with Leamington Spa station with us. These include: lack of accessible parking, the congested nature of the station forecourt making it difficult to access the station itself as well as taxis and bus services and congested at the ticket barriers during peak times.
Imperative that train frequency and capacity is increased to cover increasing demand from developments in wythall, Solihull, Birmingham, henley in Arden and covers transport to the eastern gateway site near Danzey green. Provide a modal shift to public transport.
Importance of reopening Stratford to Honeybourne cannot be over-emphasised. This is a major regional and national link providing a multitude of new journey opportunities via Worcester and Oxford. Would also create much needed extra patronage at Stratford Parkway.
Improvements to accessibility at many stations. Better local transportation services to connect householders to stations.
Introduce services to Birmingham from Stratford upon Avon with trains calling only at Stratford upon Avon, Stratford upon Avon Parkway, Henley in Arden and Shirley then Birmingham Moor Street and Birmingham Snow Hill.



It would be helpful to me personally for there to be more services later in the day from Birmingham, particularly departing from 9.00pm to 11.30pm and that these services are as fast as those earlier in the day. But I have no idea if there is sufficient demand to justify them.
Later running trains on Sundays.
Local station access, connecting bus services, station parking (there is none), frequency needs to be half-hourly to encourage people to use it.
More carparking provision in places like Lapworth.Redouble the line from Hatton through to Wilmcote to enable more London services to be provided.
Longer term reopen Stratford -Honeyborne to create a rail ring around the West Midlands opening up Worcester services.
More parking at wythall station and have the train use wythall as stop rather than Whitlocks end. At least a mini round about at whitlocks carpark entrance / exit as difficult to get out at rush hours
More trains per hour from stations beyond Whitlocks End towards Stratford with increased car parking at those stations to relieve the pressure on the car park at Whitlocks End and on all the surrounding roads, particularly in Majors Green.
More trains stopping at Warwick not Warwick Parkway
Opening Hours of the facilities at Warwick extended.
Disability facilities installed
Improvement to surrounding area
more trains to Stratford
Open link to Cotswold line
see above
Surely the service to Stratford via Dorridge should serve Lapworth. There must be demand for travel to Stratford from Lapworth and the timetable would allow this stop plus request stops for Bearley and Claverdon.
Extra hourly semi-fast Birmingham/black country to Stratford via Henley.
Earlier trains on sundays.
Taking Lapworth station as an example as because it is my local station it shows the 3rd highest growth in journeys since 2012/13 at 59% despite suffering from only a 2 hour London frequency although this is helped at some times of the day by the Leamington services. The station has no connecting bus service but if it did the problem of the small inadequate car park capacity could be overcome. My suggestion would be that the S2/S3 bus service operated by Centro should be extended from its terminus in Hockley Heath to link with trains at Lapworth station (or even on to Rowington and Shrewley. At stroke I would expect rail journeys to double.
The proposed improvements to services set out on page 41 of the consultation would help a lot thereafter despite the timescale being very unambitious at 2026-2033.
Track improvements (double track) on the link between Stratford and the Birmingham-Solihull-Leamington route. More limited stop trains to allow some much faster services between Birmingham and Stratford upon Avon.
What about North Warwickshire?
You have completely ignored the route from Stratford upon Avon to Warwick/Leamington. Have you seen how much traffic goes between SuA and Junction 15 each day in both directions? Try imagining that you need to travel from Stratford to Warwick for 9.30am & see how early you would need to leave to get there on time. There need to be so many more trains to get people off the roads.
And what about the need to enable tourists to reach Stratford easily by train?
Also, I work in London some Saturdays - on 14th September the early morning direct train to London (around 7.50am) seems to have disappeared & the journey will apparently take over 3 hours!!! Of course this means driving to Leamington or Warwick Parkway instead - completely crazy when I live within walking distance of the station.
You need more trains going and later services back from Birmingham

Comment on transformational change
A way of easily tapping into the east west route between Oxford and Cambridge would be useful for the area enabling local students to feel connected to these large prestigious universities and enable easy access for school visits by train from all major towns.
All new station proposals are welcome and supported. Maximum effort should be applied to whichever projects have most prospect of success.
All schemes identified here are fully supported .Potentially competing priorities and timescales therefore perhaps and some indication how activity can be spread and phased over the plan /strategy period would help focus investment and dialogue with external agencies .



Although outside Warwickshire, in order to utilise connections with East West Rail at Bletchley in the future, more services on the Trent Valley line stopping here would be useful, otherwise a double change of train at Milton Keynes Central and Bletchley would be needed, making onward connections inconvenient.
Ambitious plans, but I would welcome them. Incorporating Nuneaton station into the town is a great idea. The introduction of a North pedestrian entrance seems a very good idea, and an easy win. Integrating travel from Nuneaton into the Midlands sounds a good idea if we can introduce good connections to these towns and cities.
As stated above, extend the Nuneaton-Coventry-Kenilworth-Leamington Service to Stratford.
As stated before, there needs to be more information provided on the proposed location for Polesworth Parkway. Very surprised the local county cllr hasn't seen fit to engage with his community about this. Is he aware of the proposals?
Better and more frequent services north from Rugby should at least match those that were available prior to 2008. Fast trains between Rugby and Milton Keynes should be timed to connect with East - West rail services at the latter point.
brilliant but don't forget cyclists, and those with mobility issues who are mostly excluded at this time
Double track for Kenilworth
Fully support it.
Good to hear that Rugby will be improved. But why did this not happen over 10 years ago when the new station was built - Rugby Rail Users were vocal in their support for better facilities then but were ignored.
Having needed to commute from a village outside Nuneaton into central Birmingham until recently, the best route (due to free parking and a cheaper return fare) was via Hampton in Arden. However the carriages were always hugely overcrowded and trains often late, so for any improvements planned, making train travel a viable option for commuters is about more than having convenient local stations. Free parking/good bus links and ensuring there are actually seats available on the trains are essential for plans to work. Unfortunately my experience of commuting was not a positive one, due to significant overcrowding on a regular basis, and my mum now refuses to travel to visit us via the train due to not being able to guarantee a seat in the carriage for her journey. This needs to be raised with operators as I prefer to travel into cities by train, but it isn't always a realistic option due to overcrowding making the journey unpleasant and for my mum (who is unable to stand for long periods) impossible. Pre-bookable seats would be a help- as no-one enforces the current system of reserving a seat making it pointless, as people refuse to move. Also we have no local bus service that would realistically allow us to travel to a train station, so will links with buses to serve proposed additional stations also be developed?
I'm not convinced about a Rugby Parkway station with only 260 parking spaces unless public transport from surrounding towns and villages is introduced to get passenger to the new station.
It is unclear if the time lines indicated here are on schedule (a new bay platform in Coventry by 2019?!) and to maintain trust in these proposals, realistic time frames must be proposed and planned for
It would be better to improve parking and access to rugby station instead of adding a new station which will increase journey times
It would be good to get moving sooner on this and not see the costs rack up as always happens
Local impact assessment needs to be made for existing infrastructure
Market towns like Atherstone rely on their history and 'quaintness' for their appeal but they are currently being choked by parked cars. Improving rail access and somewhere to park when they get there would make Atherstone more attractive to visitors and commuters.
More fast and cheaper trains to London. 55 minutes for £55 would be good start. If it's £30 from MK then a £60 return should be the right price. Make Nuneaton seen as the primary Warwickshire town for people working in the City but want to be just an hour out of London. Rugby is too industrial but Nuneaton has great countryside and lots of decent new houses. A fast train every 20 minutes peak and 30 minutes off peak till Midnight would be suitable including weekends, maybe with a stop at MK or just direct. This would be an ideal use of extra capacity and put Nuneaton on the map. If you want to discourage cars, buses every 5 minutes down the A444 and A47 terminating at the Station/Weddington Terrace at peak times for £1 return would be good. Make it so you can leave the house and be at the office in the city in under an hour and half and it becomes commutable. All trains need free WiFi as obviously you work on the train
Nothing here about the Stratford /Birmingham line.
Pie in the sky!
Problem with traffic, destroying natural habitat and name for the Station is INCORRECT as it is in the Dordon area
Redeploy the the closed GCR line between Banbury, Oxfordshire and south Leicestershire . The track bed is largely intact and flat.
SALRUA and SLPG set up the Heart of England Community Rail Partnership to drive such an initiative.
see previous comments about the poor facilities currently for Kingsbury. No train services at all despite the trains running through kingsbury and no bus service to Birmingham either.
Seems a good objective
should be encouraged
The draft strategy can only prove truly transformative if it meets the needs of all current and prospective rail users within the county, including those living with sight loss. Increased digitalisation and smart ticketing must not exclude those who use screen reader technology or prefer other methods of accessing information. The strategy provides an opportunity to set a precedent in



terms of inclusive travel, and we would welcome the opportunity to further advise WCC to ensure that Warwickshire leads the way on accessibility of the railways.
The emphasis seems to be on Central and North Warwickshire. Some more consideration of South Warwickshire would be appreciated.
The Nuneaton Parkway station should be removed from the strategy. It is so close to the existing main stations that it would disable them from having new services.
The provision of cycling infrastructure to/from Rugby station is missing from the strategy. This is wholly within WCC control - there are simply no safe cycling routes to Rugby station, and no safe cycling route from south of Rugby town centre across the town centre to link to any route to the station. These links need to be added to the strategy at least at a high level for detailing within the proposed LTP.
The strategy does not take account of the May 2019 timetable changes.
the timeline is too long, efforts need to be made sooner road capacity is reducing and we need to move away from road transport rail transport is better for CO2 emissions and pollution
They are all very logical and sensible proposals
This all sounds sensible and aims to rebuild the east-west Midlands connections lost with the beeching cuts.
Thoroughly support development of the rail network to reduce car use to essential and limited levels
What happens if Boris et al. bin off HS2? That was touted in the media the other day... Brexit-related, probably...
Work to Nuneaton would be great to see - it's important there are safe routes for cycles to the station though (ie segregated cycle infrastructure away from cars & pedestrians). Adding a few extra bike stands to the station will mean nothing if the town doesn't improve cycle safety on connected roads first!
Yes how does building a new station in a green field farm area of Dordon improve the environment for this area. there is already a station in Polesworth which can be modernised and updated with no ill effect to the village or the environment and wildlife.

Comments to make on investment priorities and delivery
Again these plans can only be described as excellent.
agree strategy
accessibility must be an investment priority and should form a key part of franchising specifications. This strategy offers the opportunity for Warwickshire to proactively invest in meeting the needs of visually impaired travelers, rather than having to do so reactively later should national policy be introduced that reinforces the 2010 Equality Act.
As stated all of this is if this happens and if that happens. What is needed is to wait and see what houses are built and where. This is lip service as I feel you have already decided what you want to do and where. If the A5 is not upgraded the whole matter in North Warwickshire falls.
At this time funding is urgently required to improve North Warwickshire Residents for Health and Wellbeing, Education, Mental Health to name a few and this should be addressed before any investments are made in this Railway policy With the increased traffic which will be a result of this developemnt, special attention needs to be focused on Health issues ie Air Polulation and the effects on the Local population
Brexit will destroy any hope that there is adequate public funding to pursue this and much else within the "long cherished" strategy of WCC. The best thing WCC can do to advance these objectives is to intensify efforts to reverse the disastrous Brexit decision.
Doesn't appear to be investment priorities but next steps including further partner engagement.
Don't look at rail in isolation from the rest of the public transport system. Think about connections to bus routes and PLEASE build some safe cycle lanes to enable everyone (old, young, disabled - including learning disabled) to get to the stations (and travel round elsewhere) without needing to use a car.
Ensure Shakespeare Snow Hill Line is enhanced with additional trains
Get people using more trains. Massive step change needed
How will residents be consulted with?
Impact of Brexit on delivery?
What are the potential risks and benefits?
Improve liasions with National Express West Midlands to consider possible improvements where their excellent bus services could be encouraged to extend into Warwickshire more economically that current operators within Warwickshire.
Investment in future carbon neutral technologies such as Hydrogen propulsion, battery electric and electric propulsion and the digital Railway are vital to have a positive business case
Investment should go into creating a double track for Kenilworth now.
It cannot be emphasised enough the importance of re-opening Stratford to Honeybourne via Long Marston "garden village" It would provide countless new opportunities for travel as well as shorter routes. The scope for national and regional travel is immense providing as it does easy access to destinations such as Worcester and Bristol to the west and Oxford and London



(Paddington) to the east.
Another benefit of re-opening Stratford to Honeybourne would be to increase use of Stratford Parkway which has clearly not reached its potential.
It is all too weak. We need Warwickshire to be part of the West Midlands core transport authority area with all the same advantages.
KISS
More services will be possible with new train arrivals from the end of 2019 but investment in new line capacity is vital. The Welsh and Scottish Governments are doing it with much smaller economies and populations than the Midlands.
Much closer association with West Midlands Rail and Midlands Connect is to be welcomed.
Nuneaton is apparently deprived so prioritize Nuneaton.
Only that as usual, too much being spent on all these consultations instead of actual physical work.
the need for greater clarity of programming and priorities.
So why did the county council not support our attempts to obtain a station for Kingsbury previously? The borough Council pledged funding, a local campaign raised a large sum of money still held by the parish council but there was no support from the county council.
hopefully this will be included in the new strategy to improve rail transport in Warwickshire
Some infrastructure improvements, e.g. Rugby - Coventry - Birmingham and at Nuneaton to enable Coventry - Leicester services, should be prioritised and not have to wait for HS2 (if indeed this ever happens).
The franchising process as currently managed by the DfT is a mess. WCC should press for an improved process to be developed in the interests of the passengers, not the profits of the train operating companies.
The local MPs need to be involved in these aspirations. This needs a cross party approach to facilitate the facilities local people deserve
The network need re-nationalising and run by an independent of government organisation solely responsible to passengers and users. This can be facilitated via customer support groups already established
The railways should be re-nationalised! Failing that, regional policies should be co-ordinated so that there is a "seamless" system which does not depend on individual companies and their differing priorities, prices, ticketing etc.
Work with everyone because the number of agency involved is mind boggling. don't just sit in offices and write statements, get out to these stations and see how they have taken off and what needs to be done to progress the stations without destroying the rural nature of the towns.
Would like to see a station developed in the Stockingford area- this would have made my commute into Birmingham a much more realistic possibility in the longer-term.
Wouldn't it be so much better if railways were somehow back in national ownership?

Further comments
1. The strategy needs greater alignment with proposals and programmes for new development and how the main objectives can be aligned with specific growth proposals to promote rail useage. Reference various statutory development plans
Any policy which takes people out of private cars and off the roads is a good policy
As a priority please improve cycle path links from stations.
As I stated in my response to the last section, Brexit will kill any hope of having the funds to even think about these proposals. Brexit will also destroy the broader economic and development assumptions on which the strategy rests. WCC is run by a party that has become an ideological monster and the idea that it can simultaneously pursue Brexit (let alone a no-deal Brexit) while presenting these kinds of proposals locally is ludicrous. Brexit will destroy WCC's budget, and the strategy should therefore include at least some consideration of what will be done if/when that happens.
As previously stated pollution from extra traffic is untenable
Atherstone is a well used station and as the Town Council we support WCC and hope to see more parking and better facilities and access for all abilities.
Before this Development can go ahead, serious IMPROVEMENTS to the road network should be made NOW, which at present suffers congestion and major queuing
Double track for Kenilworth
Evesham and Honeybourne are in need of more frequent and faster non stopping services to London.
Generally supportive
Good work, perhaps consider some light rail (DLR/Manchester Trams) etc
How about re-opening Brinklow station?



<p>I accept that it is part of rural living, and my choice to live here, however my nearest stations are Honeybourne and Evesham but they are unusable in view of the lack of AVAILABLE car parking so I have to drive to Warwick Parkway if going to London etc. I use Redditch for Birmingham and the North, Scotland etc but there is no easy / efficient / fast way to get to Birmingham Airport from any of the local stations.</p> <p>Indirectly, therefore, the lack of suitable rail services (and the car parking with which to make the stations usable) is contributing to road congestion not only locally but also regionally as people take to the roads from the ever increasing number of families who are moving into the likes of Bidford (which, with the huge expansion caused by new housing, is more like a town now rather than a village) and the surrounding areas.</p> <p>It is an extreme idea but how about extending the Redditch line to Studley, Alcester, Bidford and then link through to Honeybourne, possibly with a "parkway" station around Alcester to alleviate the jams on the A435?</p>
<p>I do not feel that the proposal for a Polesworth Parkway station is a good idea. I feel that it would reduce services in Atherstone and also feel that commuters would continue to use Tamworth Station as they are able to access two lines there without having to change trains. I also feel that local roads would not support the additional traffic, causing more congestion for the residents of Polesworth and the surrounding villages.</p>
<p>I fear that this whole plan has been deliberately kept secret until the last moment and will be pushed through before people even know what is going to happen. Nothing mentioned about the new railway station at Dordon until the day the planning inspector was to hear about rail. The North Warwickshire Council and the Parish Councils did not appear to even know. This seems to be no way to consult the public. I did not even hear about this so called consultation until today and the deadline is tomorrow.</p>
<p>I live at Houlton the new SUE in Rugby. Road infrastructure is currently our only connection to the town. Whilst a bus service is available it is expensive and does not go directly to the station instead taking 45 mins to get there a journey I can drive and park in 20 mins. A new station shuttle would be possible once the link road is open and would enable the many daily or weekly commuters easier and more environmentally sustainable access to the rail network.</p>
<p>I strongly support the Rail Strategy and think it's a great idea to enhance growth and opportunities in Warwickshire and surrounding counties</p>
<p>I welcome that there is a strategy and that Warwick are making visits to see how the success of Atherstone can be continued. We will help but only if you are strong.</p>
<p>Implementation of much of the DWRS requires infrastructure improvements (eg re-doubling of North Cotswold line) and we have not repeated such matters mentioned in the draft. However, ALL are supported and if only half the proposals are implemented in the 15 year period the county will deal with much of the current suppressed demand for rail travel.</p>
<p>It is good that the county council is working with other organisations to improve transport links.</p>
<p>It is vitally important that rail capacity is increased in our region to help achieve economic growth.</p>
<p>It looks very positive but again I would ask not to exclude cyclists and those who have mobility issues, who currently face HOSTILE conditions. (look at the current layout of all the major stations for example. get in a wheel chair at try them out). I have adapted my pedal cycle as a mobility means rather than succumb to a mobility scooter.</p>
<p>It should be expanded in the areas described and deal with the existing Polesworth station</p>
<p>Just get on with it</p>
<p>Make it a long term aspiration. Short term fixes are what have caused the poor planning in the past.</p>
<p>No consideration of maintaining access for heritage trains was mentioned.</p>
<p>Consideration should be given to 're-opening closed lines. Leamington to Rugby, Kenilworth to Berkswell Stratford southbound. or at least ensuring tracked is protected</p>
<p>Nothing on relative priorities of funding is tight and choices have to be made.</p>
<p>Nothing on overall risks to delivery including impact on businesses of Brexit. The business landscape may change significantly under different Brexit outcomes.</p>
<p>Impact on DfT of Brexit. They may not be able to devote much time or financial resource to this strategy in the short or medium term.</p>
<p>Only to repeat comments already made about parking and linked bus services</p>
<p>Scrap HS2 NOW what a total waste of tax payers money and update what we already have!</p>
<p>The documents set out lots of aspirational plans but may be without real detail on the funding routes, time frames and risk factors.</p>
<p>The overriding drive should be for rail usage to continue to grow in order to reduce commuter travel into our towns which increases congestion and lowers air quality.</p>
<p>The strategy does not address concerns of people living in the south of the county</p>
<p>The strategy is weak on the Northampton to Birmingham route through Rugby and Coventry. What is the aspiration for this route? Are there any route development opportunities? What about potential for a new station between Rugby and Coventry? Could services currently terminating at Coventry be extended to Rugby? Could services currently terminating at Northampton be extended to Milton Keynes? Could services currently terminating at Birmingham New Street be extended onto other lines and create new direct route opportunities, e.g. Redditch?</p>



There should be minimal compromise on the objectives of the projects. Especially where the massive development of Houlton and Rugby Station/Rugby Parkway Stations are concerned. Houlton is being presented as having good connections to London and the South Having rail connections close by will help to minimise the impact on Rugby's overcrowded Victorian infrastructure.
There was a lack of workshops with councillors and rail user groups before the strategy was produced. It falls to be as useful as it could have been. Massive missed opportunity .
Warwickshire County Council needs to be given much praise that the potential for reopening the Stratford upon Avon to Honeybourne railway line is included in this strategy. I consider the reopening of this line crucial in reducing traffic congestion and therefore reducing carbon emissions so dangerous for our planet. It also will unlock amazing passenger travel opportunities for residents and visitors alike. I appreciate this is dependent on the Costwold Line redoubling being completed but if reopening could be brought forward it would be incredible. This document is a credit to Warwickshire County Council and those who put it together. Well done.
Water Orton residents do have a feeling of being the poor relation of Warwickshire when you consider the quantity of trains that pass through our village. It would require little investment to make improvements to the service.
Work with TOCs to maximise use of existing facilities and better frequency. We dont need new planting and fancy paving outside stations.....travellers want to spend as little time as possible at stations!

Appendix B

List of organisations responding to the online survey
Combe Fields Parish Council
Warwick Town Council
Campaign for Rail
Carbon3IT Ltd
Henley In Arden JPC
Restoration and Archiving Trust
Solihull and Leamington Rail Users Association
Atherstone Town Council
The Guide Dogs for the Blind Association
Coventry and Warwickshire LEP
Warwick District Council

