DRAFT WARWICKSHIRE RAIL STRATEGY 2019-2034

CONSULTATION RESULTS

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BACKGROUND

The consultation on a draft Warwickshire Rail Strategy took place between 27th July 2019 and 20th September 2019. The Strategy sets out Warwickshire County Council's plans for the rail offer in Warwickshire and will form part of the County's fourth Local Transport Plan (LTP4). Responses to the consultation were invited from a range of partners, stakeholders and people who live and work in Warwickshire.

METHODOLOGY

A range of methods were used to gather views during the consultation period. These included:

- An online survey on Ask Warwickshire using Citizen Space.
- A paper-based version of the standard online survey could be requested by telephone or email. Alternative formats and languages could also be requested.

In addition, comments in relation to the proposed draft strategy could be emailed directly to tpu@warwickshire.gov.uk. Written comments could also be sent directly to the Transport Planning Team at the county council.

This report presents an analysis of data from completed online and paper survey responses only. Material received via email and post has been dealt with separately to this report. The full responses to open text questions in the survey are detailed Appendix 1 of this report.

- Over half of respondents either strongly agreed or agreed with the overview of the Warwickshire context in the draft Warwickshire Rail Strategy.
- There was generally a high level of agreement for the Key Objectives set out in the draft Warwickshire Rail Strategy.
- The highest agreement scores for policies set out in the draft Warwickshire Rail Strategy were for Policy 3 New rail services and stations and Policy 11 Rail fares and ticketing. The lowest score was for Policy 9 High Speed Rail.
- Cross cutting themes which emerged from an analysis of qualitative responses to open text questions in the survey included:
  - Frequent mention by respondents to specific route/station improvements and issues around the county. This primarily referred to the frequency (including later and evening services), speed and quality of services being operated in a local area and the impact this had on respondents' travel experience. Respondents referred to a desire to see faster trains especially for commuting purposes but also extended timetables in the evening and weekends that enabled the train to be an option for social and leisure opportunities.
  - The need for integrated planning of transport. Respondents often referred to a desire to see more joined up thinking with regard to other modes of transport including bus, cycle and pedestrian access to stations as well as the need to take account of large scale housing developments across the county.
  - Parking sometimes divided opinion. Some respondents noted that its availability (capacity and cost) was key to the use of a particular station by train travellers while others highlighted the use of station car parks by non- train users in circumstances where other local parking was more expensive. Environmental and safety issues of congestion around station areas was also mentioned.
  - Caution was expressed about a number of proposed 'parkway' schemes around the county suggesting these may be a more controversial aspect of the draft Warwickshire Rail Strategy.
  - The accessibility of rail travel for people with disabilities was also highlighted and the need to incorporate further reference to the issue in the draft Warwickshire Rail Strategy was stressed by a number of respondents.

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RESULTS – CONSULTATION ANALYSIS

RESPONDENT PROFILE

The number of respondents completing the survey was 167. Figure 1 provides details of the profile of respondents. A higher proportion of respondents were male. Almost half of respondents were aged 18-59 while around 2 in 5 were over the age of 60 years. The majority of respondents identified their ethnicity as 'White' British'.

Figure 1 Respondent Profile

		Count	%
Gender	Male	83	49.7%
	Female	61	36.5%
	Prefer not to say	18	10.8%
	Not answered	5	3.0%
	Prefer to self-describe	0	0%
	Non-binary	0	0%
Does your gender identity match your sex registered at birth?	Yes	141	84.4%
	No	0	0%
	Prefer not to say	21	12.7%
	Not answered	5	3.0%
Age in years	Under 18	1	0.6%
	18-29	8	4.8%
	30-44	29	17.4%
	45-59	42	25.3%
	60-74	58	34.9%
	75+	12	7.2%
	Prefer not to say	14	8.4%
	Not answered	3	1.8%
Long standing illness or disability	Yes	22	13.3%
	No	126	76.0%
	Prefer not to say	15	9.0%
	Not answered	3	1.8%
Ethnicity	White British	136	81.9%
	White Irish	4	2.4%
	Gypsy or Irish Traveller	0	0%
	Mixed - White and Black Caribbean	0	0%
	Mixed - White and Black African	0	0%
	Mixed - White and Asian	0	0%
	Mixed - Any other mixed background	0	0%
	Arab	0	0%
	Asian or Asian British - Pakistani	0	0%
	Asian or Asian British - Bangladeshi	0	0%
	Asian or Asian British - Chinese	0	0%
	Asian or Asian British - Indian	3	1.8%
	Asian or Asian British Any other background	1	0.8%

	Black or Black British - African	0	0%
	Black or Black British - Caribbean	0	0%
	Black or Black British - Any other background	0	0%
	Any other Ethnic group. Please specify	0	0%
	Prefer not to say	19	11.4%
	Not answered	3	1.8%
Religion	Buddhist	0	0%
	Christian	74	44.6%
	Jewish	0	0%
	Muslim	1	0.6%
	Hindu	2	1.2%
	Sikh	0	0%
	Spiritual	1	0.6%
	Other - please specify	0	0%
	No religion	55	32.9%
	Prefer not to say	30	18.1%
	Not answered	4	2.4%
Sexuality	Heterosexual or straight	115	68.8%
	Gay Man	8	4.8%
	Gay Woman/Lesbian	1	0.6%
	Bisexual	2	1.2%
	Prefer not to say	34	20.5%
	Not answered	7	4.2%

ABOUT RESPONDENTS

Respondents were asked if they were completing the survey as an individual or on behalf of an organisation. The majority of respondents selected 'individual' (156/93.4%). Eleven respondents completed the survey on behalf of an organisation. These included a mix of public, private and voluntary sector agencies. A list of organisations responding to the survey is presented in Appendix 2.

Respondents were also asked to select the area in which they live or work. Figure 2 presents respondents by district/borough.

Figure 2 Number and proportion of respondents by location

| Area	Individual Count	Organisation Count	All respondents %
North Warwickshire Borough	51	1	31.3%
Nuneaton & Bedworth Borough	20	0	12.0%
Rugby Borough	13	1	8.4%
Stratford-on-Avon District	24	1	15.1%
Warwick District	26	3	16.9%
Other including countywide	22	5	16.3%

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Almost a third of individual respondents were from North Warwickshire while only around 8% were from Rugby Borough.

OVERVIEW OF THE WARWICKSHIRE CONTEXT

Respondents were asked the degree to which they agreed or disagreed with the overview of the Warwickshire context as set out in the draft Warwickshire Rail Strategy. Figure 3 presents the results for this question.

Figure 3 Do you agree or disagree with this overview of the Warwickshire context?
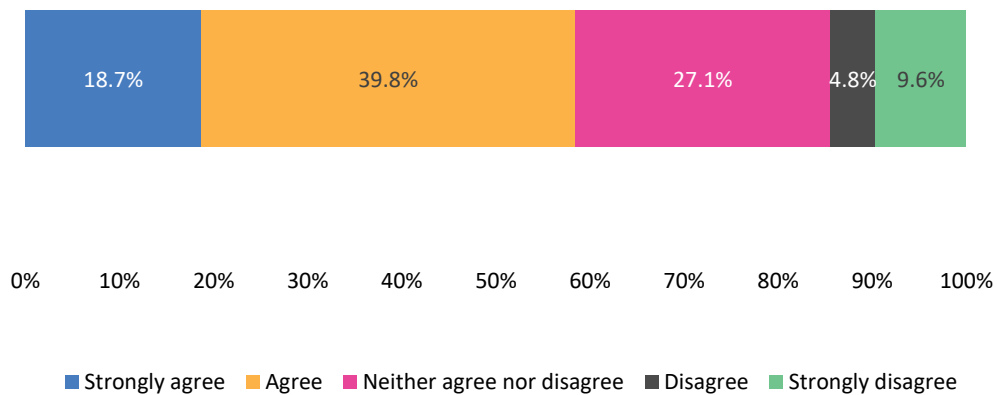
Of all respondents answering this question, 58.4% (n=97) either strongly agreed or agreed with the overview of the Warwickshire context. Just over one in four respondents neither agreed or disagreed with the overview.

Respondents were asked if they had further comments regarding additional constraints or opportunities. Many comments related to specific line improvements around the county or comments relating to specific rail stations including new or re-opening of rail stations. Another key area for comments was around access issues including parking provision, congestion and integration of any new facilities/services with other transport options like bus and cycle travel. Figure 4 presents a summary of comments to this question. A full list of comments is available in Appendix A.

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Figure 4 Key themes additional constraints and opportunities

The number of respondents commenting on this question was 83

Theme	Description	Example quotation for illustration	Count
Access, Traffic & Parking	A range of issues were mentioned by respondents including: • Integrated transport network i.e. how bus and cycle travel should be considered and 'joined up' • Parking provision issues especially at any new parkway facilities • Passenger capacity on some services • Disabled access	*"It is imperative that people can travel into and out of towns to and from railways by bus or tram or via cycle lanes"* *"Integration with other public transport services should be considered too."* *"Parking charges at stations are a key factor in train usage for commuters."* *"Disabled wheelchair users' access"* *"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."*	39
Specific line and station improvements	A large number of comments related to specific sites/lines in different parts of the county. These included • re-instating some lines and stations. • Improving the service on specific lines e.g. later evening and weekend travel • Reference to large scale housing developments and the need to make provision for them	*"You need to reconnect Stratford and Honeybourne so that more services to London can be offered and support the new housing planned at long Marston"* *"Thought should be given into developing better east-west connection".* *"A railway station near Walsgrave hospital would help to reduce traffic significantly"* *"More trains in the evening for social use"*	36

KEY OBJECTIVES

Respondents were asked the degree to which they agreed or disagreed with four key objectives set out in the draft Warwickshire Rail Strategy:

- **Objective 1:** Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses

- **Objective 2:** Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes
- **Objective 3:** Maximise opportunities for travel demands of new developments to be met by rail
- **Objective 4:** Support opportunities to transfer freight from road to rail

Figure 5 illustrates levels of agreement with each of the draft Warwickshire Rail Strategy Objectives.

Figure 5 Agreement/disagreement with key objectives
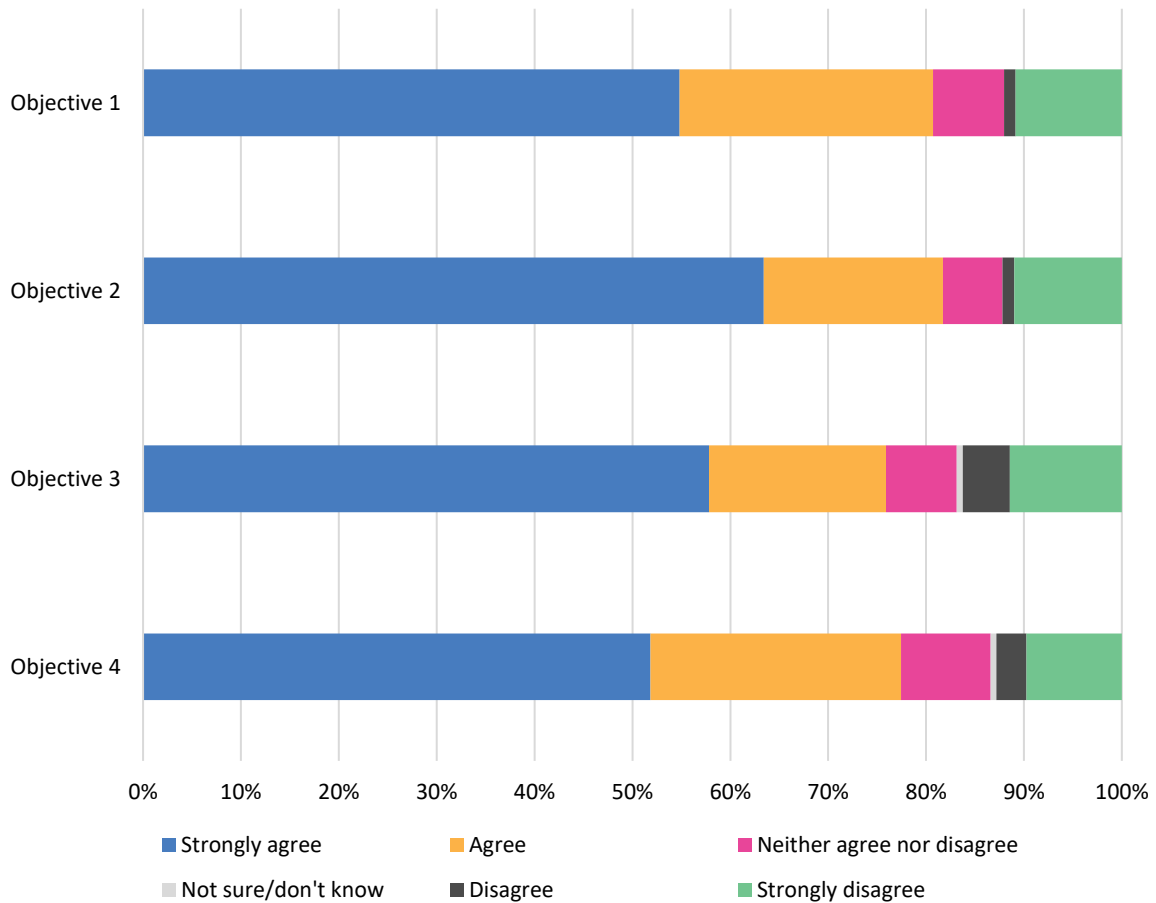
In general, there was a high level of agreement (strongly agree and agree) for each of the key objectives. The strongest levels of agreement were for Objectives 1 and 2. Respondents were also asked if there were any additional objectives they would like to see included in the strategy. Fifty-nine respondents commented. The main themes are presented in Figure 6. A full list of comments for this question is available in Appendix A.

Figure 6 Additional objectives respondents would like to see in the Warwickshire Rail Strategy

The number of respondents commenting on this question was 59

| Theme	Description	Example quotation for illustration	Count
Integrated transport	Frequent reference was made by respondents to the need to consider other modes of transport alongside objectives for rail travel as this had a major impact on the accessibility of train travel.	*"Ensure that new rail services are not dependent on owning a car."* *"Improve station facilities so that it is easier to reach stations by all means of transport"*	26
Specific station and route comments	As in the previous question a number of comments related to specific sites/lines in different parts of the county. Comments related to: • Proposals for new stations • Improvements to existing stations • Frequency/quality/affordability of service	*"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."* *"Develop Atherstone station including footbridge between platforms."* *"Must improve train frequency on Shakespeare line."*	18
Access/consideration for people with disabilities	Some respondents indicated they would like to see more reference to provision for people with disabilities as part of the objectives	*"I am disappointed that you have not mentioned disabled users so far."*	5

POLICY AGREEMENT

The draft Warwickshire Rail strategy outlined a range of policies and how these related to the objectives. Respondents were asked the extent to which they agreed or disagreed with policies set out in the draft Warwickshire Rail Strategy. These were:

- Policy 1 Partnership
- Policy 2 Existing levels of service and stations
- Policy 3 New rail services and stations
- Policy 4 New developments and connectivity to rail services
- Policy 5 Transformational change
- Policy 6 Station facilities
- Policy 7 Station Access and car park capacity
- Policy 8 Community rail partnership
- Policy 9 High Speed 2
- Policy 10 Freight
- Policy 11 Rail fares and ticketing

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Levels of agreement/disagreement to the above question are presented in Figure 7.

Figure 7 Levels of agreement with policies 1-11 in the draft Warwickshire Rail Strategy
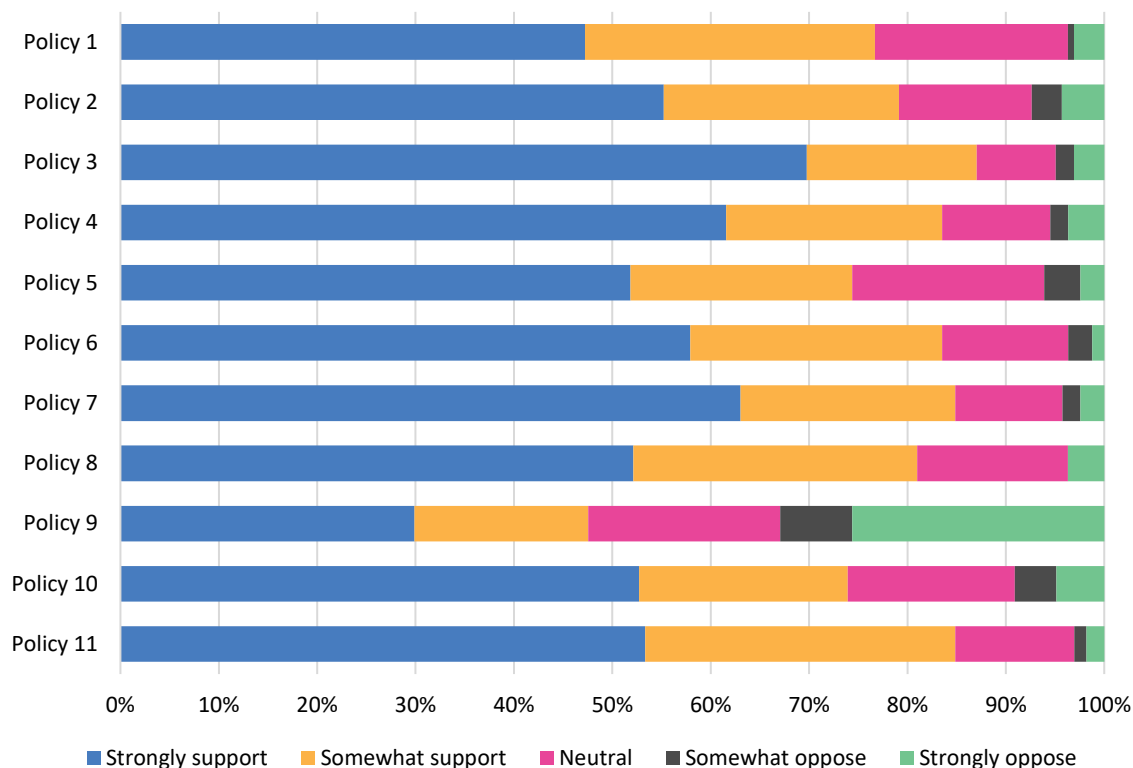
The highest agreement scores (Strongly agree/agree) were for Policy 3 New rail services and stations (87.0%/141) and Policy 11 Rail fares and ticketing (82.8%/140) (NB the number of respondents giving an opinion against each policy varied). Support was noticeably lower for Policy 9 High Speed Rail (HS2) at 47.6% (78) of all respondents who answered this question. One in four respondents answering this question indicated they were 'strongly opposed' to Policy 9 High Speed Rail. Additional comments made in relation to other policies which could be included are presented in Figure 8.

Figure 8 Other policies which should be included

The number of respondents commenting on this question was 54

Theme	Description	Example quotation for illustration	Count
Specific station/route	A number of comments related to suggestions for individual routes/stations- including upgrading or re-opening of stations and improved service levels on some routes	*"Consider supporting the reopening of the Stratford to Cheltenham railway line"* *"Extend services in rural station – Polesworth"* *"Consider new station at Earlswood for housing both local and for Bham and Solihull."*	17

		"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."	
Integrated planning	Respondents expressed a desire to see a greater emphasis on better connections to the rail network, making it easier to walk, cycle and use public transport to access rail services	*"Not enough emphasis on discouraging use of private cars to enable access to railway stations. Be bolder and more imaginative."* *"I think there is a need for as many bus/rail interchanges as possible."* *"Joined up thinking about intermodal interchange."* *"Last mile access to stations needs addressing. Road congestion and safety around stations is critical."*	14
Environmental issues	Comments relating to the impact of proposals on the local environment. These included • Impact on countryside/pollution from additional cars and freight • Impact on local residential areas including visual impact, congestion and safety	*"Last mile access to stations needs addressing. Road congestion and safety around stations is critical."* *"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."*	11
HS2	A handful of respondents confirmed their objections to the proposed HS2 project	*"HS2 is destroying the Warwickshire (and other) countryside with no benefit to the residents of most of the county."*	6

Respondents were also asked if they had any further comments on the policies listed. Thirty nine respondents provided additional comments. Around half of comments (n=21) were critical in their sentiment across a range of issues including:

- Continued disapproval of HS2 and its impact on Warwickshire
- The policies lacked clarity
- WCC had limited influence on outcomes for rail services

Additional comments were made about the need for better services generally (more frequent and affordable) (n=9) and to travel sustainability (n=6).

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Respondents were asked the degree to which they agreed or disagreed with the infrastructure, service improvements and station enhancement proposals/aspirations set out for each rail corridor. These rail corridors are identified as:

- **Corridor A** Trent Valley and Wolverhampton – Coventry corridors
- **Corridor B** North-South rail services, Nuneaton-Coventry-Kenilworth-Leamington (NUCKLE) and Coventry-Leicester/Nottingham corridors
- **Corridor C** Leicester-Birmingham-Tamworth/Derby corridors
- **Corridor D** Snow Hill lines (Birmingham-Stratford-upon-Avon and Birmingham-Solihull-Warwick-Leamington Spa)

Levels of agreement with the proposals for each corridor are set out in Figure 9.

Figure 9 Level of agreement/disagreement with proposals set out for rail corridors A-D in the draft Warwickshire Rail Strategy
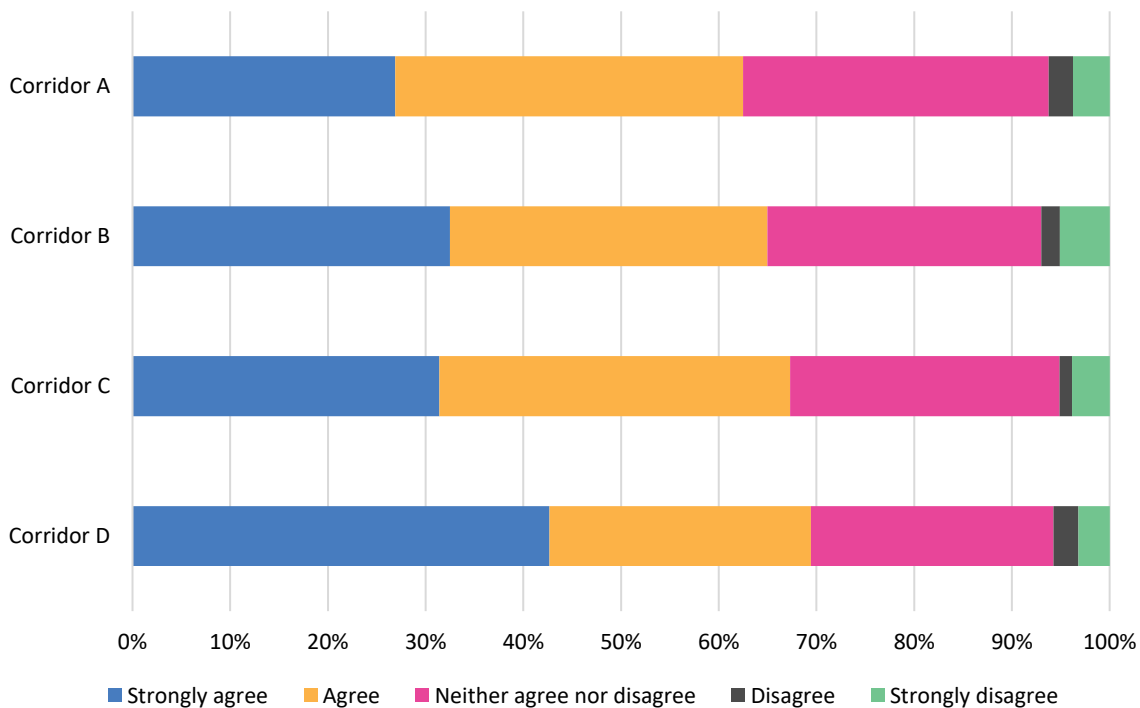
Overall, there was no marked difference between agreement scores (Strongly agree/agree) for proposals for each of the rail corridors. Agreement scores varied from 62.5% for Corridor A to 69.4% for Corridor D. Around a quarter to a third of all respondents indicated they neither agreed nor disagreed with proposals for each rail corridor.

Respondents were asked if there were any additional improvements they would like to see included in proposals for each corridor. Figure 10 sets out a summary of some of the suggestions made by respondents. Appendix A sets out all suggestions made for each corridor.

Figure 10 Additional improvements for rail corridors A, B, C and D

Corridor	Description	Example quotation for illustration	Count
Corridor A	• Polesworth station – questions about current service and its future • Parkway comments • Reference to the frequency of services generally and desire to see more trains running for longer (including evenings/Sundays) • Suggestions for specific additional/re-opening of stations and line improvements (double tracking)	*"Increased frequency at Polesworth station on the Trent Valley lines, with services going south too"* *"It is not clear that the proposed new station at Polesworth Parkway will transfer trips from road to rail."* *"Increased long distance services from Nuneaton. Later trains and improved Sunday service"* *"There should be more not less fast trains from Coventry and Rugby to London."*	22
Corridor B	• Reference to the frequency/ of services generally and desire to see more trains running for longer and more faster train services • Specific line/station improvement suggestions	*"Better interchange at Nuneaton, as reinstating a direct line to Leicester is difficult and costly, engineering-wise."* *"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"* *"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"*	33
Corridor C	• More frequent services and later/Sunday services • More capacity on trains • Specific line/station improvements	*"At Water Orton, more services throughout the day moving to a 30 min service and re-introduction of services to Tamworth and derby"* *"Pleased to see possibility of Kingsbury station but in the short term surely more use should be made of the Kingsbury loop."*	28
Corridor D	• Specific line and station improvements • Frequency of service including later and Sunday services	*"All stations must be fully accessible (for wheelchair users, parents with pushchairs etc.)"* *"You need more trains going and*	34

| | • Disables access notably Warwick and Leamington stations
• Parking provision especially at smaller stations
• Integration with bus timetables | *later services back from Birmingham"*

"Extend the service from Stratford to Honeybourne"

"Surely the service to Stratford via Dorridge should serve Lapworth." | |

Transformational Impact

Respondents were asked to comment on the potential impact on Warwickshire communities of the proposals set out in the draft Warwickshire Rail Strategy. Figure 11 summarises responses and a full list of comments is available in Appendix A.

Figure 11 Transformational impact on Warwickshire communities

The number of respondents commenting on this question was 41

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	• Some concern expressed about proposed parkway stations • Reference made to specific line improvements in parts of the county	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 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. integrating travel from Nuneaton into the Midlands sounds a good idea if we can introduce good connections to these towns and cities Fast trains between Rugby and Milton Keynes should be timed to connect with East - West rail services at the latter point.	13
Generic positive comments	A range of positive comments about the proposals were expressed by respondents	*"All schemes identified here are fully supported."* *"They are all very logical and sensible proposals"*	8
Integrated Transport	Comments expressing the need to integrate train services with other transport modes	will links with buses to serve proposed additional stations also be developed? don't forget cyclists, and those with mobility issues who are mostly excluded at this time	7
Other incl. Environmental impacts, timescales, frequency and disabled access	A range of comments were made that covered reference to environmental impacts, the timescales for the proposals, frequency of services on some	*"Local impact assessment needs to be made for existing infrastructure"* *"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,*	15

| | lines and accessibility issues for people with disabilities | realistic time frames must be proposed and planned for"

"The draft strategy can only prove truly transformative if it meets the needs of all current and prospective rail users within the county" | |

Respondents were also asked if they had comments relating to investment priorities and delivery of the draft Warwickshire Rail Strategy.

Figure 12 Investment priorities and delivery

The number of respondents commenting on this question was 33

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	Reference made to specific route/station improvements	"It cannot be emphasised enough the importance of re-opening Stratford to Honeybourne via Long Marston "garden village"

"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)." | 6 |
| **Integrated Transport** | A number of comments stressed the need to look at the whole public transport system in an integrated way. | "Don't look at rail in isolation from the rest of the public transport system." | 6 |
| **Negative sentiments** | Negative sentiments expressed by respondents | "This is lip service as I feel you have already decided what you want to do and where" | 5 |
| **Other incl. broadly positive comments, re-nationalisation, funding and accessibility** | A number of comments were made which broadly supported the proposals. Others related to the funding of the proposals, impact of BREXIT, re-nationalisation and accessibility | "agree strategy"

"Wouldn't it be so much better if railways were somehow back in national ownership?"

"accessibility must be an investment priority and should form a key part of franchising specifications. " | 18 |

Finally, respondents were asked if they had further comments to make on the draft strategy. Figure 13 presents a summary of these comments.

Figure 13 Any other comments on the draft Warwickshire Rail Strategy

The number of respondents commenting on this question was 37

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	Reference made to specific route/station improvements	"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." "I do not feel that the proposal for a Polesworth Parkway station is a good idea" "Consideration should be given to 're-opening closed lines. Leamington to Rugby, Kenilworth to Berkswell Stratford southbound. or at least ensuring tracked is protected" "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."	12
Negative sentiments	Negative sentiments expressed by respondents including: • Clarity on detail of proposals • The consultation process • Impact of Brexit	"The documents set out lots of aspirational plans, but many are without real detail on the funding routes, time frames and risk factors. "There was a lack of workshops with councillors and rail user groups before the strategy was produced" "Nothing on overall risks to delivery including impact on businesses of Brexit. The business landscape may change significantly under different Brexit outcomes."	10
Positive sentiments	Generic positive/support comments by respondents	"Generally supportive" "It is good that the county council is working with other organisations to improve transport links." "any policy which takes people out of private cars and off the roads is a good policy"	9
Integrated Transport	Integrating proposals with other plans (including development) and other transport modes	"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 usage " "comments already made about parking and linked bus services" As a priority please improve cycle path links from stations.	7