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| Stakeholder | Written Response |
| Federation of Small Businesses | **Introduction**  The Federation of Small Businesses (FSB) is the UK’s largest business support organisation, promoting and protecting the interests of the self-employed and small business owners. Established 45 years ago to help our members succeed in business, we are a non-profit making and non-party political organisation that’s led by our members, for our members.  The FSB in Warwickshire, Coventry and Solihull welcomes the opportunity to respond and input to this consultation on the draft Warwickshire Rail Strategy. This sets out the County Councils plans to improve the rail offer in Warwickshire and looks to maximise the economic, social and environmental benefits of the rail network to Warwickshire residents and businesses.  Before responding to different sections of the consultation there are some general points and principles that we would like to raise:   * The FSB believes that the **core mission of the rail system is to provide a reliable form of transport, as both a complement and an alternative to road and air travel**.   Any strategy or review of the rail system must ensure that passengers continue to use the railway, taxpayers feel that their contribution is good value for money and wider society understands that a good rail system also benefits those who do not use trains themselves. The strategy therefore must be transparent with regards to these aims.   * The strategy sets out ambitious and challenging plans to improve the rail offer in Warwickshire. While this is to be welcomed it shouldn’t be forgotten that **punctuality and reliability** is the single biggest determinant of passenger satisfaction. Therefore the FSB strongly supports prioritising these considerations as part of any strategy. * Small businesses owners who travel need that level of reliability of a train leaving on time and arriving on time. **Related to punctuality and reliability is availability**. The frequency of train services is important, in particular to small businesses, as business meetings and opportunities are spread throughout the day. Regular services are important on many routes to ensure that passengers have options which suit them (rather than the train operating companies). **We would therefore prioritise performance (punctuality, reliability and availability) over speed.**   The rail network in Warwickshire is used for a range of journey types with business use of significant importance. The FSB is keen to support Warwickshire County Council and other partners to help deliver improved rail infrastructure across the county to help improve wider connectivity, contribute to employment opportunities and maximise the benefit of economic growth in Warwickshire.  We would therefore welcome the opportunity for further involvement as the strategy progresses.  **Warwickshire Context**  ***Do you agree with the overview of the Warwickshire context? Are there additional constraints or opportunities we should consider?***  The FSB can agree with the overview of the Warwickshire context.  Given the scale of development across Warwickshire and indeed the wider West Midlands, with new housing developments, and job opportunities, it will be challenging for existing rail infrastructure to accommodate growth. Investment in the rail network is therefore vital to improve infrastructure and connectivity across the county and wider areas.  We support the ideas and opportunities set out in the draft strategy to maximise the economic, social and environmental benefits to the rail network to Warwickshire businesses.  However, it is important to note that there are a number of constraints need to be overcome to meet these plans.  The FSB notes that the strategy identifies **track capacity and infrastructure as a major constraint**. We believe **track capacity and funding to secure investment are areas that need to be considered in more detail** as the strategy progresses and set out clearly how these are to be met in order to deliver the aspirations for the future.  **Strategy Objectives**  ***Do you agree or disagree with the key objectives?***  The consultation lists the following key objectives:   * Maximise economic, social and environmental benefits of the rail network * Maximise opportunities for journeys by rail within Warwickshire and beyond * Maximise opportunities to meet travel demands of new developments by rail * Support opportunities to transfer freight from road to rail   The FSB can agree with all these key objectives and fully support any measures to better create local transport opportunities.  We would **welcome a priority focus on the North-South corridor** in the region **to provide enhanced connectivity across Warwickshire and beyond for people and businesses**. We believe that focussing on routes between Stratford up to Leicester would be **economically beneficial for the area** and provide opportunities to access work, education and leisure facilities.  **Policies**  ***To what extent do you support each policy as included in the draft strategy?***  The FSB can support the policies outlined in the document in principle. However we have the following comments on some of the policies within the draft strategy:   * New rail services and stations and Transformational Change   *The County Council will develop proposals for new rail services and stations and work with partners to secure their delivery.*  The FSB support the proposals for more local connections to improve connectivity opportunities within Warwickshire and increase the accessibility of the rail network to existing and potential passengers. We would prefer to see a focus on routes linking North and South Warwickshire to improve connectivity and reduce distance times between areas of the region. We also support proposals for new stations which take into account the location of new housing and employment developments such as the proposed station within Rugby which could help to serve a wider area across south Rugby.   * Station Facilities   *The consultation states that the County Council will seek to ensure that facilities at stations are of an acceptable minimum standard and seek the opportunity to secure improvements to station facilities where appropriate.*  The FSB can support this policy aim.  Small business passengers are similar to other passengers in wanting the travel experience to meet current expectations. Basic passenger requirements include the need for trains, and stations to be cleaned and maintained. Adequate catering and free toilet facilities should be provided on all routes and the railway must be fully accessible. Passengers with physical or mental disabilities must be catered for as a minimum standard requirement.  Rail travel has a significant advantage over road travel as it allows passengers to work and be productive. This advantages needs to be maximised by making wifi both available on all trains and platforms, which will benefit the economy overall due to the increased contribution that can be made by small business owners.   * Sustainable Station Access and Car Park Capacity   *The consultation outlines that the County Council will seek to ensure that stations are accessible by a variety of modes, including walking and cycling and to secure improvements where possible. Where station car parking is at capacity, opportunities will be sought to improve car parking availability*  While we agree with this policy we believe that the draft strategy makes a number of references to car parking being the most appropriate mode of transport for all new station plans. This may be short sighted and more sustainable transport modes need to be included particularly for long-term future plans.  We would like to see that stations are accessible be a variety of modes including those referenced in this policy statement but also to consider for example private operators of buses in the plans for future stations.   * Rail Fares and Ticketing   *The County Council will work with partners to review and develop new rail fare structures across the West Midlands Rail Executive area and support the roll out of smart ticketing opportunities.*  A priority of any review of rail fares and ticketing must be the affordability of train tickets. The price of train tickets must offer better value for money. Another concern is that fares currently vary hugely in complexity, and correspondingly in price across the railway. It is important that a simpler, more transparent system is in place to keep passengers choosing to travel by rail.  We note that policy aim is to work across the West Midland Rail Executive area. There is concern about region operating services e.g. Oyster, Swift etc and how these work when passing through different regions. We would also see benefit in having national standards for rail fares rather than local fares and regional differences have the potential to increase complexity into the system.  Communicating information in a timely manner about journeys would also help to improve customer experience. More use should be made of technology to help inform of the correct platform, any updates on delays and other relevant information for every journey small businesses and other passengers make.  **Future Proposals**  ***Do you agree with the infrastructure, service improvements and station enhancement proposals / aspirations set out for each rail corridor?***  The draft strategy and consultation outlines a number of aspirational service and infrastructure improvements to help support demand in rail growth; provide improved connectivity and access to the rail network and support wider economic growth during the plan period.  The FSB is fully supportive of the infrastructure, service improvements and stations enhancement proposals and aspirations set out for each rail corridor.  We would agree with the objective for Nuneaton and Rugby Stations to be transformed into ‘place destinations’. The proposed Rugby parkway station could serve a wider area of Rugby, providing an alternative station, which could be beneficial in reducing traffic.  We also welcome the proposed potential solution to maintaining three trains per hour from Coventry to London post HS2 phase opening.  As outlined above we believe that resources need to be directed at improving local connectivity within Warwickshire and would support the aspiration of catering for the high demand of trips between Leamington and Nuneaton.  **Making it Happen**  ***Do you have any comments on this section?***  It is clear that WCC will need to engage and work with a variety of partners and stakeholders in order to realise the ambitions. We believe at a local level it is important to engage with the LEP, other local authorities and business representative groups.  It is important that the proposals and ambitions are also aligned and reflected in other strategy documents such as Transforming Nuneaton and the Local Industrial Strategy and implementation plan so that a joined up and clear vision is presented. |
| Midlands Connect | Thank you for sharing your draft Warwickshire Rail Strategy 2019-2034 which is published for consultation. We fully support the County Council’s ambitious plans and welcome the work it has led in partnership to offer a positive vision for users and businesses to benefit from an improved rail network.  Midlands Connect is the Sub-National Transport Body for the Midlands, we research, develop and recommend transport investment that supports the region’s economy. Warwickshire County Council are a vital component of our partnership and have played a leading role in developing ambitious proposals for the area and collaborating on major programmes like the Midlands Rail Hub and Trans-Midlands Trade Corridor. I particularly welcome the focus on supporting economic, social and environmental benefits across Warwickshire, building on its unique geographic position at the heart of the Midlands. We look forward to considering the Council’s priorities and how we can work together to deliver our mutual aspirations.  We welcome the strategy’s evidence led approach, acknowledging the important links with agreed local plan priorities, realising the benefits from HS2 and emphasising the continuing growth in rail demand, up 30% in 5 years. The Council’s track record of opening new stations, like Warwick Parkway and Kenilworth, sets a positive example for the region. The recognition of the opportunity to relieve constraints on strategic and major roads through new rail freight capacity is also very positive. We also welcome initiatives to make travel easier for users, the work with WMRE and Midlands Connect to roll-out a smart ticketing solution for all parts of the Midlands is a vital component of this offer to users.  We will build on existing work with the Council to understand how our aspirations, for instance reinstating services between Coventry-Leicester-Nottingham and Thames Valley-Airport-Midlands to ensure continued joined-up thinking with the Council’s aspirations. We look forward to the Council’s continued support for these joint programmes as we move into securing delivery funding.  Finally, we acknowledge that there can be significant trade-offs between fast city centre to city centre journeys, in line with our strategy conditional outputs, and aspirations for new stations and improved local connectivity. We therefore welcome Warwickshire County Council’s ongoing support in working through these challenges, for example in help us test different options in the Nuneaton area that may enable the town to be served by new Coventry to Leicester corridor services. |
| Ansley Parish Council | Having read the consultation document, Ansley Parish Council would like to comment that it is disappointing that this side of North Warwickshire has no easy access to UK Central .  It should be a reasonably easy solution to link the railway lines somehow so that people from this area have direct access to Birmingham Airport, rather than going into Birmingham and back out again on another train.   We feel this would encourage a lot more people to use the train to get to the airport for both business and recreational purposes, and  thus reduce the amount of other traffic on the roads. |
| Atherstone and Mancetter Labour Party | I am writing on behalf of Atherstone and Mancetter Labour Party, with regard to the current rail strategy.  Having discussed this at our branch meeting, we find ourselves broadly in agreement with much of the general direction of the strategy. We do, however, have specific concerns about certain aspects of our station here in Atherstone:  We are adamant that there should be no reduction in services. Any such reduction could have a negative effect on businesses, as well as local people.  We feel the current parking arrangements are inadequate and are likely to become much more so, in view of the increased use of the station that will be occasioned by the planned increase in housing.  The route between the two platforms is arduous. We would like to see replacement of the bridge over the tracks.  Disabled access is not currently addressed appropriately.  The road beneath the rail bridge is prone to flooding. |
| Atherstone Rail User Group | **Focus of these observations**   1. Observations on the Key Objectives as stated 2. The proposals for the Trent Valley Route (TVR) of the West Coast Main Line (WCML) in the context of the stations at Tamworth; Atherstone; Nuneaton that serve both North Warwickshire residents and the surrounding area that includes Staffordshire and Leicestershire (essentially communities within a 30 minute drive time) in this fringe of county position. These stations are close enough together to form a complementary “group” giving choice option for travellers on this part of the A5 corridor, particularly for north west to south east movements.   **Background**   1. The strategy will obviously have to be amended to take account of governmental deliberations over HS2. The known situation (at Sept 2019) is that TVR is running at capacity until such time as HS2 is completed and operational, such that no significant additional capacity on TVR is available. This capacity release is some 10 to 15 years away due to the stated HS2 review timetable from 2028 to 2031. 2. This means that the present hourly timetable will prevail for the foreseeable future as the basis of the service. Outside of peak hours the three stations named enjoy the same basic timetable on TVR. The most pressing issue is to focus on developments in the early period of the Strategy. Longer term developments can logically wait until this plan is reviewed – presumably in the five years from 2029 – 2034 – when the state of play regarding the rail industry and built development in North Warwickshire at that time will be better understood.HS2 may be further delayed or significantly changed for example. 3. Therefore it is important to concentrate on and pursue some significant proposals as soon as possible in the programme to cope with the growing demand for travel by train along TVR. 4. Improvements need to focus on train capacity (LNW (London North Western’s projected introduction of new units from 2021 – currently expected to be 5 car units to replace the 4 car class 350’s); additional morning/evening/late night? timetabled trains; cross linkage with services at stations such as Nuneaton and Tamworth; additional car parking at all three stations mentioned as a matter of urgency; station environmental factors; connectivity with bus/taxi/drop off/cycle and walking facilities 5. The reasons why the three stations need to be considered together as a “group” facility.  * Tamworth and Nuneaton, while enjoying substantially the same basic daytime TVR service, offer crossing connections for Atherstone users to all part of the UK. Neither N. nor T. station is particularly well located for local commuter journey to work travel between the towns as a main feature of operational use due to the location of the stations relative to business uses. * The last census shows that travel flow to B’ham and the W. Midlands is a continuing major feature in this context with a high journey to work by road an established factor. * There is unlikely to be a major shift in this pattern over the strategy period. The main travel focus by rail on TVR will be to London; the north west and cross services * Atherstone is practically more accessible and convenient to use for business and residents along the A5 corridor. This includes development in southern Tamworth and northern Nuneaton. Access by road is easier and often more convenient from these towns and the county rural areas beyond. Neither Tamworth nor Nuneaton is as readily accessible nor as physically well linked to A5 as Atherstone station. * The town is also a business centre in its own right with both sectors conveniently located for station access. There is significant local demand for travel to/from London and the North via Stafford and Crewe. * Both are significant factors behind the continuous 17+% average annual rise in patronage over the eight years since the service was introduced (*Table 2 refers: Atherstone 79% growth; Nuneaton 26%; Tamworth 27%; Rugby 39%*) * The A5 corridor is a significant business growth area from Birch Coppice to MIRA on the outskirts of Hinckley. This alongside the considerable housing growth off A5 in the pipeline in Local Plans to 2026, means that parking/drop off and accessible regular connected public transport will become even more important. * There is every reason to believe that Atherstone station’s role will continue to grow because of its more readily accessible location to A5.   **Key Aims of the Draft Strategy**   1. The four stated aims should be expanded to refer positively to the provision/development of connecting bus and taxi services. Reference to such coordinated travel possibilities is not strong enough in the Strategy. 2. There should also be a specific “aim” objective to instigate works to meet the requirements of the DDA (Disability Discrimination Act) at all stations in the County. This should also be included in a specific WSP policy. 3. During the period of HS2 construction and disruption, the TVR between Stafford and Rugby could and should play a significant part as an alternative means of accessing Birmingham and the West Midlands through cross connection of services at Tamworth; Nuneaton and Rugby. This should be recognised in the Strategy, leading to a focus on timetabling connectivity at the relevant cross service stations.   **Policies**   1. WSR3 (p.16) – in the supporting text, add in after “Warwickshire – in accordance with emerging and adopted WMRE Regional Strategy”. 2. WSR4 (p.17)Improved connectivity – add a specific reference 4) to developing connecting public transport services by bus services to rail stations in the supporting text. 3. WSR6 (p.18) include in the explanation a specific reference to the DDA and compliance at all stations in the county. 4. WSR7(p. 18) This policies should be appropriately amended to specifically refer to connectivity in new development through walking; cycle; drop off; taxi; bus facilities. 5. WSR 7 There should be a common approach and policy on car parking (charging/free) between the WCC and the West Midlands. (to avoid, for example the disincentive to travel by train from Coleshill Parkway where charges apply as opposed to travelling from say Marston Green where they do not) thereby eliminating conflict in sustainability aims. The supporting statement should make this an aim. 6. WSR8 (p.19) “Community Rail Initiative” refers to the Heart of England – community partnership initiative (Nuneaton to Leamington) group. There should be a compatible Rugby to Stafford Partnership – cross LA boundary – for the A5 corridor as a stated policy objective to promote this rail artery that falls politically on the fringe between East and West Midlands and thereby lacks strong coordinated action from the transport perspective. There is a parallel group working on highway matters. This should be duplicated.   **Chapter 4 Identified Improvements**  In the introduction to this section make it clear that the proposals follow the WMRE regional strategy and that they follow on from it.  Trent Valley Corridor (TVR)   * The role of Atherstone station is not given sufficient weight/recognition in the service that it provides on the TVR corridor. The reasoning for this is outlined above. * (P.23) – sub para. 3), Atherstone should be included alongside Nuneaton and Rugby as a location to be “transformed as a ‘place destination’. It is the national HQ of Aldi; FedX/TNT for example, plus close association with historical events such as the Battle of Bosworth and Boudicca’s rebellion against the Romans, proximity to Twycross Zoo, are valid justification for this. * (p.25) **Station facilities at Polesworth** The reference to a new station at Polesworth Parkway should be excluded in the context of this table. * Station facilities at Polesworth should be addressed separately under a joint “existing” and “parkway” heading to cover the situation around both the existing station and any potential for a new replacement site. * There is no prospect of change at Polesworth within the next 10 to 15 years realistically for the reasons stated. This includes also operational rail considerations such as fitting stopping trains into the existing timetable schedules that have long proved difficult to my knowledge from discussions with those responsible for setting the franchise timetables over the last eight years. * This would allow for realistic debate later in the timescale of a review of the strategy on how to meet the better the needs of Polesworth. * New station facilities in the Polesworth area are entirely dependent on line capacity release post HS2, post 2028 - 2031 towards the end of this plan period (2034). A long time ahead. * Furthermore a Polesworth Parkway is not included in the WMRE Regional Strategy. * The station site discussed at the North Warwickshire Local Plan Inquiry earlier this year, showed a “Parkway” site near to Grendon, well south of Polesworth, linked to a looping, residential service road associated with new housing developed towards the end of the NWLP date (2026). No doubt this ties in with a speculative hope for developer contributions. A laudable concept but this site would not serve Polesworth better than, nor as well as, the reuse of/improvements at the existing station. * The NWLP will be again under review by 2026 when there will no doubt be more pressure for housing in this “A5” corridor. Land north of TVR adjacent to Polesworth station would need to be considered. Such a prospect could bring the current Polesworth Station firmly into the reckoning in that it could become central to the town rather than on the outskirts as at present. This has to be a distinct possibility, even though speculative at this stage. A station to serve Polesworth at this time is a matter that should be “left on the table” and not pre-empted by such a firm “Polesworth Parkway” statement in the strategy. * The inclusion of a Polesworth Parkway” in the table should be omitted and a statement in supporting paragraphs substituted to state that the Polesworth situation will be kept under review as both the rail and built development situation progresses and becomes clearer towards the end of both this Strategy and the NWLP timescales and their future review. * **Atherstone** should be included specifically in relevant places as follows:-  1. Table 1 (p.6) – should be listed alongside named towns – it is shown with the same status as these on accompanying figure 3. 2. Table 3 (p.14) – Key corridor service aspirations – Atherstone should be included in list – to read “Improved connectivity Rugby, Nuneaton and Atherstone to---“ for the reasons given above to improve hinterland connections. 3. Table 5 (p.25) – On the subject of additional car parking, there should be a reference to seeking the early release of the NR land identified in the NWLP submission currently awaiting the inspector’s decision. The wording should be more positive viz “WCC will bring together the parties involved and investigate the earliest possible provision of additional car parking space adjacent to platform 1 in accordance with the NWLP proposal”. 4. Table 5(p.25) – Be more specific than “additional infrastructure may be required.” The table should specifically refer to the need to meet DDA standards and overcome the excessive distance faced at ground level for access between the town and platform 2 via the “cattle arch”. This is an unacceptable existing feature of the working of the station, particularly since the removal of the footbridge between the platforms. 5. Table 5 (p.27) “Proposed Service Improvements” – para. 4) Atherstone should be added to Rugby and Nuneaton in the statement regarding access to “northern cities” in so far as there should be a reference to connection between the “local” service and those connecting services projected to stop at Stafford or Crewe. 6. A paragraph should be inserted to recognise the role that the TVR can play during works for HS2 and cross connections to B’ham; W. Mids. And to the north and east from Tamworth and Nuneaton particularly.   **Summary**   1. The 10 to 15 year delay due to HS2 and its impact on major change to the existing service in the foreseeable future, means that the immediate priority should be to develop the complementary roles that Tamworth; Nuneaton and Atherstone play in serving all the communities and areas mentioned. 2. Atherstone should be listed in the Strategy in the same important context as Nuneaton/Rugby for this part of the A5 corridor that is expected to continue to grow because of its position UK wise in the centre of the country for business and distribution. 3. In order to achieve the potential at Atherstone as part of this role, it is necessary to:-  * add car parking in the immediate short term on available land. * Link this to road and pavement improvements in the immediate vicinity and to the A5. * Restore access between the distant platforms through a bridge/lift solution associated with the increased car parking facility. * In the interim to overcome DDA and the flooding /poor access condition of the “cattle arch” as an early project in the short term programme. |
| Birmingham Airport | BIRMINGHAM AIRPORT LIMITED CONSULTATION RESPONSE – DRAFT WARWICKSHIRE RAIL STRATEGY 2019 -2034    Thank you for inviting Birmingham Airport Limited (BAL) to respond to the above-mentioned consultation.    BAL support Warwick County Council’s (WCC) ambition to improve the rail offer in Warwickshire. The plans outlined within the Warwickshire Rail Strategy, if implemented, will enhance surface access by rail to the Airport and help support our future passenger growth, which is forecast to increase from 13 million from 2018 to 18 million to 2033 in our recently published Airport Master Plan.  The Master Plan also states that alongside seeking earlier train services, we will press for track doubling between Leamington and Coventry to provide new local and long-distance services to the Airport (via Birmingham International).  In addition to the above, Policy Five (Rail) of the Airport’s recently published Surface Access Strategy 2018 – 2023 states the following in respect of rail access to and from the Airport:  “We will work with key stakeholders to:  • Improve rail access to the Airport in terms of the passenger experience and additional capacity by supporting delivery of strategic studies and initiatives. • Influence rail franchises including routes, service frequencies and fares by engaging in relevant consultations. • Continue to encourage provision of earlier train services at Birmingham International Station. • Explore enhancements to local and long-distance services to the Airport, including from difficult to reach areas. • Seek to provide improved information at Birmingham New Street Station regarding rail services to and from the Airport. • Continue to offer discounted rail tickets for BAL staff to encourage greater rail use.  • Improve wayfinding for pedestrians between the Airport and Birmingham International Station.”  Furthermore, the subtext to Policy Five states the following:  “In addition, improved connectivity is required between the Airport and ‘hard to reach areas’ including North Warwickshire, the Black Country, the Thames Valley (via Leamington Spa), Stratford-upon-Avon, the East Midlands, South West and North East.”  The Airport Surface Access Strategy also sets out a modal spilt target for rail use of 25.5% by 2023 compared with the current figure of 23.1%i. In light of this policy, the Airport fully supports Policy WRS5: Transformational Change of the draft Warwickshire Rail Strategy, which seeks to deliver transformational change in the rail offer for Warwickshire, includes a Leamington to Coventry capacity upgrade (redoubling) – to facilitate improved access to Birmingham Airport and the HS2 Interchange (which will be delivered by the diversion of the second Cross Country service via Coventry).  If implemented, the above proposal could address the current levels of poor connectivity between Coventry/ Birmingham International (for Birmingham Airport) and the North East which is in part caused by capacity constraints in the Midlands and the single-track railway between Leamington Spa and Coventry which limits the number of services that can operate on the route.  The delivery of the above will enhance connectivity to the Airport from Warwickshire, which currently caters for the following numbers of passengers:        In light of the above, the Airport support Warwickshire’s Rail Strategy and we look forward to working with Warwickshire County Council to help in its delivery. |
| Chiltern Railways |  |
| Craig Tracey MP |  |
| North Warwickshire Borough Council | *1 Policy WRS02:*   1. The Borough Council is pleased to see a policy on maintaining services to existing stations 2. It is extremely important that no station is downgraded through a reduction in services or facilities, or any station be closed and that only improvements are made. 3. It is important that Water Orton and Atherstone maintain the level of services. 4. It is unclear at the present time the implications on changes to the lines in the Water Orton area on the number and frequency of trains to this station.   *2 Atherstone station:*   1. Now used by many commuters. Its patronage has increased considerably 2. It would adversely impact the local economy if services were reduced. Many users are seen going to the Atherstone Industrial areas especially towards TNT and Aldi. These commuters are good for the high street too. 3. The station facilitates are poor. 4. Getting from one platform to the other is poor. Underpass is flooded at times. 5. Footbridge needs to be replaced. 6. Disabled access is terrible – needs an accessible bridge – to be a footbridge as well as incorporating lifts. 7. Signage into town is extremely poor – difficult to see the map in certain lights. 8. There needs to be shelter on the platforms from the wind and rain 9. Board agreed that officers would investigate a study on the access improvements needed at Atherstone Station   *3 Polesworth:*  3.1 The strategy refers to a Polesworth Parkway. The current Polesworth Station has only been kept open by the stopping of a train each work day on the northbound platform known as a “parliamentary train” which basically keeps the station open as this is cheaper than formally closing the station.  3.2 Policy LP 26 of the emerging Local Plan seeks the existing station to be opened up fully. There is a need to carry out a feasibility study on the existing station prior to a new location being explored to ascertain whether it is possible to reopen it rather than automatically saying it should be replaced by a new station somewhere else.  3.3 The exact location of a new station is yet to be determined if re-opening the current station is not possible or viable. Although the Borough Council supports a railway station at Polesworth the wording in the draft strategy needs to reflect the above process rather than assuming that the best and only option is to relocate the Polesworth station to the south.  3.4 Members were keen to stress that they want improved services at Polesworth Station but only if it does not adversely affect services at Atherstone Station.  3.5 Concerns are raised of passing traffic in Shuttington and Polesworth and the impact on the local community.  3.6 If Polesworth Parkway is to be built Members are keen to understand the potential location and scale of the new station.  *4 Kingsbury Station:*  4.1 Land has been safeguarded in the emerging Local Plan to the east of Kingsbury (Policy LP26). This carries forward the proposal in the 2006 Local Plan. The Borough Council supports this station being delivered.  *5 WRS4 New Developments and Connectivity to Rail Services*  5.1 The Borough Council supports this policy  *6 WRS7 Station Access and Car Park Capacity:*   1. It is disappointing that car parking charges at stations have been introduced with very little consultation. These charges needs to be supported by the right plan taking into account local circumstances.   *7 WRS8 Community Rail Partnership:*   1. The Borough Council is keen to support a Rail users or Members group in the Borough 2. The Planning & Development Board agreed that Cllr Reilly was to pursue involvement or to create a local group, this may involve local adopters of stations.   *9 WRS10 Freight:*  9.1 The section on freight needs strengthening and more work is required on the strategy for Freight. The Draft Rail Strategy is very light on improvements to assist with freight movements. There is a need to improve the line to the east of Kingsbury to ensure that trains entering and leaving the EMR site do not have to cross over the lines. This also impacts on the trains going to Birch Coppice. A change in this area would enable more passenger trains to use the line as the crossing of trains across lines takes time out of the timetable.  10 Other issues:   1. It is important to understand the implications of the congestion charge will add to costs of travelling into Birmingham in a car so will impact on rail use within the Borough.   11 Strategy should also:  a refer to HS2 construction as it will dominate the area up to at least the early to mid-30’s and so should be reflected in the document;  b refer to the Sustainable Transport Plan and other modes of connections especially walking and cycling;  c be set within the context of the Local Transport Plan and the emerging North Warwickshire Transport Strategy;  d as the issues around services and facilities at stations are outside of the direct remit of both the Borough and County Councils as they are run by private companies with their own agendas; and,  e recognise the cross border issues of cheaper travel in the conurbation and the potential impact of the congestion charge on North Warwickshire. |
| Coventry City Council | 1.1        That the Council respond to the consultation making the following specific points:  1.1.1 The Council welcomes the support, within the draft strategy, for the provision of direct rail services between Coventry and Leicester, and the diversion of the Cross-Country service between Reading and Newcastle to run via Coventry rather than via Solihull as at present.    1.1.2 The Council considers that Policy WRS1, relating to partnership, should also refer to the importance of partnership working between local authorities to ensure that the rail industry respond to the needs of Coventry and Warwickshire residents and businesses.  The NUCKLE project is a prime example of the benefits of such partnerships between the two authorities.  Such partnership working between authorities could also be usefully referenced within Chapter Five of the draft strategy, “Making it Happen”.    1.1.3 The Council welcomes the support that the draft strategy provides to the retention of three fast trains per hour between Coventry and London, and to the method of achieving this proposed by the West Midlands Rail Executive.  CCC notes the WCC aspiration for the third train per hour [the diverted Trent Valley service] to call at Nuneaton and Rugby as well as Coventry and would be supportive of this if it can be demonstrated that journey times between Coventry and London would not be compromised.    1.1.4 The Council supports the proposal for a new station south of Coventry serving the University of Warwick, and the growth areas South of the city.  This accords with the CCC proposal for a Coventry South Interchange that forms part of the Coventry South transport package.  The Council welcomes the work that WCC are undertaking to investigate the high-level business case for the station.  CCC feels that reference to the potential role that such a station can play as a multi-modal transport hub featuring rail, bus, Very Light Rail, cycle and road access could be strengthened within the draft strategy.    1.1.5 The Council also supports the proposal for a Nuneaton Parkway station and the associated infrastructure improvements on the Coventry to Nuneaton line to facilitate improved rail services along this route.  Reference could usefully be made to the need to improve line speeds through the removal, or improvement, of level crossings on this route, notably the Hawkesbury Lane crossing within Bedworth.    1.1.6 The Council feels that the draft strategy should reference the role that the rail improvements on the Leicester – Coventry – Leamington route could play in supporting the objectives of the A46 Partnership, which is aimed at improving transport connectivity along the transport corridor linking Lincolnshire with Gloucestershire.  Rail infrastructure and service improvements on the route linking Leicester, Coventry and Warwickshire will be critical to maximising the reliability and economic function of the transport corridor, and CCC feels that this strategic importance should be given a higher profile within the draft rail strategy.    1.1.7 CCC also considers that the strategy could make greater reference to the “last mile” element of the journey, with solutions such as Very Light Rail being something that could be applied to other new or existing stations [for example – for journeys between the proposed Nuneaton Parkway station and the MIRA site].  Policy WRS4 could be strengthened to reflect this potential.    I would be happy to discuss these comments in greater detail if you require clarification on any of the points raised above. |
| Earlswood and Foreshaw Heath Residents Association | Dear WCC,    We would like to make representations on behalf of Earlswood and Forshaw Heath Residents’ Association.  The area covered by our organisation is approximately the northern half of Tanworth-in-Arden Parish.  We serve a population of around 2,500.  Within our area, we have one railway station – The Lakes, on the Birmingham / Stratford line.  This is a request halt.    The Stratford upon Avon/Birmingham service is well used, mainly at peak times but, due to where the Lakes Station is, not many are able to walk to the station and there is no parking at the station.    We are poorly served by bus services, the only service is the “Shoppers’ Bus” which runs between Redditch and Solihull five times a week.  The service has a two hour turn around.  This may serve those able to spend a couple of hours in Solihull or Redditch but does not serve anyone requiring longer.    The Four key overarching objectives that have been identified to support the delivery of Warwickshire’s Rail Strategy and policies have been developed to support the delivery of these objectives:   1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses;   We believe that, in order to maximise the benefits, there needs to be a coherent and integrated transport system in our area.  The Lakes station is well away from most of the housing in the area.  As the population ages, this makes getting there, other than by car, almost impossible as there are no buses.  Assuming that a car is available, parking is a problem as there is none available, this is off-putting for potential users.  Where a car is available, people tend to use Earlswood Station, which comes within Solihull, as it has limited parking.  However, apart from weekends, the 10ish parking spaces available quickly fill up with business travellers’ cars.   1. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes;   Our rail service provides a last service typically around 9.30pm from Birmingham, which doesn’t afford residents the opportunity of attending events in Birmingham nor Stratford.  Late trains, particularly on Friday and Saturday evenings need to be trialled.  Our rail service heads north/south between Stratford and Birmingham.  However, the majority of residents use Redditch and Shirley/Solihull as their shopping destinations.  There are no east/west facilities that can currently satisfy this demand.   1. Maximise opportunities for travel demands of new developments to be met by rail;   Within the current rail network, our inexpensive recommendation would be to instigate late night services.  At more cost, an integrated public bus service would be helpful.   1. Support opportunities to transfer freight from road to rail.   We do not have the technical competence to answer this question, although we are deeply concerned about the increasing number of HGV movements in our area, particularly in view of the fact that, in our area, the highest category roads that we have are “B class”.  HGVs regularly traverse 200 year old canal bridges with weight restrictions applied to them and this will only cause future issues.  Getting these vehicles away from our minor roads would be beneficial. The increasing amount of through traffic by commuters can be added to our concerns.  We would ask that consideration is given to rural communities and that any plans for improvements to rail links in Henley in Arden will be expanded to cover the stations towards Birmingham.    We thank you for the opportunity to comment on this review. |
| Gloucestershire County Council | Thank you for consulting Gloucestershire County Council on the Draft Warwickshire Rail Strategy.  I have the following officer comments to make.    **Table One** – the inclusion and acknowledgement of the role of the North Cotswold Line in serving communities in South Warwickshire is supported.  The North Cotswold Line Task Force (NCLTF) has been set up to improve services and reduce journey times along the route between Worcester – Oxford and London.  Warwickshire County Council’s input into the NCLTF is welcomed.    Recognition of the importance to the rail industry and wider supply chain of **the Quinton Rail Technology Centre** on the former MoD site at Long Marston is welcomed.    **Table 7 – Proposed Service and Station Enhancements** – The inclusion of enhanced services on the North Cotswold Line and the relationship of future infrastructure enhancements to the possible reopening of the Stratford to Honeybourne line is supported.  Potential future services from Stratford to Oxford and the Thames Valley will improve connectivity for communities in North Gloucestershire and South Warwickshire alike.    I look forward to being updated of future progress on this matter and to working with Warwickshire County Council on future rail projects of mutual benefit. |
| Highways England | Consultation on draft Warwickshire Rail Strategy 2019-2034    Thank you for forwarding me details regarding the Warwickshire County Council Rail Strategy 2019-2034. Highways England is responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The SRN includes all major motorways and trunk roads; within Warwickshire, these are the M40, M42, M45 and M6 Motorways, and the A5, A45 and A46 Trunk Roads.    We have reviewed the draft Rail Strategy document, which considers both the construction of new stations across the Warwickshire rail network, and the improvement of existing stations. The proposed new stations are as follows:    • Polesworth Parkway (Trent Valley Improvements) • Rugby Parkway (Trent Valley Improvements) • Nuneaton Parkway (North-South corridor improvements) • Kingsbury (Cross Country diversion) • Galley Common (Cross Country diversion)    A high-level desktop analysis of the potential traffic generation has been undertaken for the stations listed above. Taking account of this preliminary analysis, we consider that two of the six stations listed within the draft Strategy could potentially have implications for the operation of the SRN.    Rugby Parkway and Nuneaton Parkway are within 1.5 miles of the SRN, and therefore could potentially give rise to traffic concerns.    We have also identified two proposed station improvements that either present boundary issues or directly state proposed amendments to the highway network; not specified as either local or strategic road network. These two stations are as follows:    • Atherstone (Trent Valley Improvements) • Bermuda Park (North-South corridor improvements)    Atherstone station is situated within close proximity to the A5(T), and therefore presents possible boundary issues as well as environmental, traffic and safety concerns. Bermuda Park, while not                bordering the SRN, states that highway improvements are to be included as part of its remit. In each of these instances, a Construction Traffic Management Plan (CTMP) and a Construction Environmental Management Plan (CEMP) should be drafted by the station developer to manage the removal of materials; this will need to be discussed with both Highways England and the Local Highway Authority (LHA).    Nonetheless, Highways England recognises that there is likely to be a cumulative impact of traffic associated with developments considered within the Local Plan processes. On this basis, both the current development plans and emerging Local Plans within Warwickshire districts are relevant. In particular, we note that the Rugby Borough Council Local Plan, North Warwickshire Borough Council Core Strategy, Nuneaton and Bedworth Borough Council Borough Plan, Stratford-on-Avon District Council Core Strategy and the Warwick District Council Local Plan are most relevant.    In light of the above, the potential traffic impacts of the identified stations should be assessed on an individual and, as appropriate, cumulative basis. Assessments should be undertaken through the Transport Assessment processes and consider whether the need for mitigation of any adverse effects on the SRN may arise.    In principle Highways England does not object to the positioning of any of the stations, however, detailed assessment will be necessary in order to provide robust evidence of the impact of associated traffic generation on the SRN.    The format of assessment should be discussed and agreed with Highways England and the Local Highway Authority prior to any granting of planning permission to ensure compliance to standards, in particular to the DfT Circular 02/2013 Strategic Road Network and the Delivery of Sustainable Development.    Please do not hesitate to contact me if you require any more information or clarification. |
| Honeybourne & Pebworth parish Councils | Both councils are fully supportive of the proposed works to upgrade the North Cotswold Line as it will benefit to communities in Southeast Worcestershire who access rail services at stations such as Evesham and Honeybourne.  They also fully support the upgrade on the North Cotswold Line to facilitate the re-instatement of through services on the Stratford to Honeybourne railway line, helping to improve rail connectivity between Stratford-on-Avon and London via the Thames Valley.  The proposed review of the economic case for reinstating the Stratford to Honeybourne railway line is long overdue and should be expedited within the current scheme of proposals.    Honeybourne station which is located in Worcestershire and serves many residents of South Warwickshire and having its increased parking capacity to support the nearby major development at Meon Vale and Long Marston then urgent consideration need to be given to traffic routing to the Honeybourne station as the rural road network is not suitable for the potential traffic flow increases. |
| Kingsbury Parish Council | Please can it be noted that the development of Coleshill Parkway as a strategic interchange hub is welcomed but can some thought be also put into the bus connections to enable the residents of local villages such as Hurley, Wood End, Piccadilly and Kingsbury to connect and use the facility.  Many bus services are being cut in rural areas. |
| Hinckley & Bosworth Parish Council | 1  Consultation on draft Warwickshire Rail Strategy 2019-2034  Overview  Rail services in Warwickshire make a significant contribution to the local economy, business and local communities, helping to make Warwickshire an attractive place in which to live and work. The County Council has an excellent track record in delivering rail infrastructure and helping to improve services.  Warwickshire intends to continue this support and investment in the local rail network to help improve wider connectivity, contribute to the delivery of housing and employment opportunities and maximise the benefit of economic growth in Warwickshire over the next fifteen years and beyond. This draft strategy sets out Warwickshire County Council’s ambitious and challenging plans to improve the rail offer in Warwickshire and will form part of the County’s fourth Local Transport Plan (LTP4). The draft rail strategy has been developed to maximise the economic, social and environmental benefits of the rail network to Warwickshire’s residents and businesses. Four key overarching objectives have been identified to support the delivery of Warwickshire’s Rail Strategy and policies have been developed to support the delivery of these objectives: 1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses; 2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes; 3. Maximise opportunities for travel demands of new developments to be met by rail; 4. Support opportunities to transfer freight from road to rail. Anyone who is interested in local transport and the local rail offer can comment on the draft strategy. Responses are invited from a range of partners, stakeholders and people who live or work in Warwickshire. More information is provided in the Public Information Document. This, together with the draft strategy and other supporting documents can be downloaded from the webpage https://ask.warwickshire.gov.uk. Alternatively, if you require paper copies of any of these documents please email tpu@warwickshire.gov.uk. How to respond Please complete this paper questionnaire and return your written response to Transport Planning at Warwickshire County Council using the Freepost address at the end of this questionnaire.  2  What happens next? The consultation will help inform and shape the final Warwickshire Rail Strategy and if approved by Warwickshire County Council’s Cabinet, will replace the existing rail strategy from early 2020.  Give Us Your Views Introduction Thank you for taking the time to respond to this consultation. We want to assure you that your responses are completely anonymous.  Privacy Notice  Please tick here to show you have read and understand the Privacy Notice (attached)   I have read the Privacy Notice and consent to you collecting my responses  Background Information  1. Please select the area where you live, or work if you are responding on behalf of an organisation (required)  ⃝ North Warwickshire Borough  ⃝ Nuneaton and Bedworth Borough  ⃝ Rugby Borough  ⃝ Stratford on Avon District  ⃝ Warwick District  ⃝ Work Countywide (Warwickshire)   Other, please specify below:  Hinckley & Bosworth Borough Council  2. Are you responding to this consultation on behalf of an organisation or as an individual? (required)  ⃝ Individual   Organisation  3  The Warwickshire context  The draft strategy provides an overview of the Warwickshire context and opportunities and constraints.  3. Do you agree or disagree with this overview of the Warwickshire context?  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree   Strongly agree  4. Are there any additional constraints or opportunities we should consider?  Strategy objectives  The draft strategy identifies the following objectives:  1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses 2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes 3. Maximise opportunities for travel demands of new developments to be met by rail 4. Support opportunities to transfer freight from road to rail  No comment.  4  5. Do you agree or disagree with these key objectives?  Strongly agree  Disagree  Neither agree nor disagree  Agree  Strongly Agree  Not sure / I don’t know  Maximise economic, social and environmental benefits of the rail network    ⃝  ⃝  ⃝  ⃝  ⃝  Maximise opportunities for journeys by rail within Warwickshire and beyond    ⃝  ⃝  ⃝  ⃝  ⃝  Maximise opportunities to meet travel demands of new developments by rail    ⃝  ⃝  ⃝  ⃝  ⃝  Support opportunities to transfer freight from road to rail    ⃝  ⃝  ⃝  ⃝  ⃝  6. Are there additional objectives that you would like to see included in the strategy?  No comment on the objectives, however the Strategy would benefit from further explanation as to the environmental benefits under ‘Wider social and environmental benefits’, notably how the proposals would contribute towards reducing air pollution and assisting in combating climate change.  5  Information on policies  The draft strategy outlines a range of policies relating to these objectives. These are listed below, along with how each policy relates to the objectives.  Please read this before continuing to the next page to answer questions on policies.  Policy  Objective 1: Maximise the economic, social and environmental benefits of the rail network  Objective 2: Maximise opportunities for rail journeys in Warwickshire and beyond  Objective 3: Maximise opportunities to meet travel demands of developments by rail  Objective 4: Support opportunities to transfer freight from road to rail  WRS1: Partnership  X  X  X  X  WRS2: Existing levels of service and stations  X  X  X  WRS3: New rail services and stations  X  X  X  WRS4: New developments and connectivity to rail services  X  X  X  WRS5: Transformational change  X  X  X  WRS6: Station facilities  X  X  WRS7: Station Access and Car Park Capacity  X  X  X  WRS8: Community Rail Partnership  X  X  WRS9: High Speed 2 (HS2)  X  X  X  WRS10: Freight  X  WRS11: Rail Fares and Ticketing  X  6  Questions on policies  7. To what extent do you support each policy as included in the draft strategy?  Policy WRS1 – Partnership  The County Council will seek to engage and work with key partners to deliver improved rail services and facilities in Warwickshire.  Delivery of Warwickshire’s rail aspirations will require the support of the wider rail industry, including Network Rail, TOCs and DfT, along with key organisations such as Midlands Connect. Warwickshire will continue to engage with a wide range of partners to influence rail investment and service plans  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WSR2 – Existing levels of services and stations  The County Council will seek to retain the existing levels of passenger services and stations.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WRS3 – New rail services and stations  The County Council will develop proposals for new rail services and stations and work with partners to secure their delivery.  Proposals for new stations and/or rail services will be developed to offer new and/or improved connectivity opportunities and increase the accessibility of the rail network to existing and potential passengers. Where appropriate, the County Council will also seek improvements to existing rail services, including more frequent services, where appropriate.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  7  Policy WRS4 – New Developments and Connectivity to Rail Services  The County Council will seek to ensure that new developments have good accessibility to the rail network.  The County Council will seek to secure good accessibility and connectivity to the network by:  1. Encouraging measures that enable good accessibility to rail services and where appropriate, secure funding from developers towards the cost of such measures;  2. Taking into account the location of new housing and employment developments and associated highway when planning new stations (Policy WRS3);  3. Taking into account potential demand from new development when planning new rail services  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WRS5 – Transformational Change  The County Council will support the partners, where appropriate, to deliver ambitious infrastructure programmes to enable a step change in the rail offer for Warwickshire.  Warwickshire (along with other local authorities in the sub-region and WMRE area) is working with Midlands Connect on studies to facilitate a step change in the rail offer in the sub-region. The projects are at an early stage of development but indications are that a significant level of investment will be required to deliver the necessary infrastructure works. The following projects have the potential to facilitate a transformational change in the rail offer for Warwickshire:   Leamington to Coventry capacity upgrade (redoubling) – to facilitate improved access to Birmingham airport and the HS2 interchange, delivered by the diversion of the second Cross Country service via Coventry;   Coventry to Leicester/Nottingham capacity upgrade – to provide a direct connection between these cities and the potential for improved service frequencies between Nuneaton and Leicester;   Birmingham to Leicester capacity upgrade – to facilitate new stations along the Water Orton line, including a station to the west of Nuneaton at Galley Common/Stockingford;   Midlands Rail Hub, with the delivery of up to 12 additional rail paths into Birmingham.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  8  Policy WRS6 – Station Facilities  The County Council will seek to ensure that facilities at stations are of an acceptable minimum standard and seek the opportunity to secure improvements to station facilities where appropriate.  The County Council will work with other organisations to deliver a range of improvements for rail services and stations in Warwickshire. Of key importance is the WMRE ambition to deliver a Single Network Vision and the West Midlands Station Alliance.  The Single Network Vision sets out the ambition to provide excellence in customer service and experience across all train services and operators across the West Midlands, regardless of operator.  The West Midlands Station Alliance is an innovative partnership with Network Rail and the wider rail industry to transform the quality of existing stations and deliver new ones.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WRS7 – Sustainable Station Access and Car Park Capacity  The County Council will seek to ensure that stations are accessible by a variety of modes, including walking and cycling and to secure improvements where possible. Where station car parking is at capacity, opportunities will be sought to improve car parking availability.  It is recognised that access by a variety of modes, including the private car, are important to enable access to the rail network. The County Council will encourage people to choose sustainable travel options where possible and will continue to seek opportunities to improve facilities and infrastructure that encourages sustainable mode choice.  The County Council recognises that, in some instances, the private car is important to enable people to access stations. Providing good access and car parking facilities at appropriate stations enables people to transfer from road to rail, thus reducing overall car use.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  9  Policy WRS8 – Community Rail Partnership  The County Council will support Community Rail initiatives in Warwickshire to help secure both improvements to stations and wider community and social benefits of the rail network to our communities.  Community Rail initiatives can deliver tangible benefits for rail passengers and the communities they serve. The County Council is at the forefront of Community Rail in the West Midlands area, and along with partners and key stakeholders, has recently established the ‘Heart of England’ Community Rail Partnership (CRP). The County Council is committed to supporting this CRP and enabling improvements to be realised. In addition the County Council will seek to maximise other opportunities presented by the rail industry to secure wider community benefits.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WRS9 – High Speed 2 (HS2)  The County Council will seek to maximise the benefits generated by the capacity released on the existing rail network as a result of HS2 Phases 1 and 2b to improve services and introduce new connectivity options.  The arrival of HS2 Phase 1 (London to West Midlands) in 2026 will have a significant impact on rail services in Warwickshire, not least due to the release of capacity on the West Coast Mainline. This presents a significant opportunity to influence and shape future service provision to enable passenger service and freight enhancements, new connectivity opportunities and new stations serving Warwickshire to be delivered, thereby maximising the economic benefits to Warwickshire afforded by the arrival of HS2.  For residents to the north of the County, the new HS2 interchange adjacent to Birmingham International station will provide access to fast and frequent services to London, with an anticipated journey time of around 50 minutes. The delivery of HS2 Phase 2B in 2033 will enable fast journey times from the West Midlands to the north of England, (e.g. Birmingham to Leeds in 46 minutes) providing significant connectivity opportunities and journey time savings to the north of England for Warwickshire residents. Ensuring good connectivity for Warwickshire residents and businesses to the stations served by HS2 will therefore be an important consideration. The County Council will work with relevant community groups to maximise opportunities to secure wider community benefits as a result of HS2.  ⃝ Strongly oppose  ⃝ Somewhat oppose   Neutral  ⃝ Somewhat support  ⃝ Strongly support  10  Policy WRS10 – Freight  The County Council will support rail freight development where appropriate and work with partners to maximise the benefits of HS2 released capacity for both freight and passenger rail services.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support   Strongly support  Policy WRS11 – Rail Fares and Ticketing  The County Council will work with partners to review and develop new rail fare structures across the West Midlands Rail Executive area and support the roll out of smart ticketing opportunities.  The County Council will support initiatives to improve the ticketing offer for passengers, including smart ticketing and work undertaken at a local and national level to review rail fare structures. Where appropriate the County Council will seek to influence the Train Operating Companies to introduce fares that encourage greater rail use.  ⃝ Strongly oppose  ⃝ Somewhat oppose   Neutral  ⃝ Somewhat support  ⃝ Strongly support  8. Are there other policies you think should be considered?  9. Do you have any comments to make about any of these policies?  Future proposals A number of aspirational service and infrastructure improvements have been identified to help support demand in rail growth; provide improved connectivity and access to the rail network; and support wider economic growth during the plan period.  No comment.  Policy WRS3: New Rail Services and Stations – the Borough Council requests that the Council be kept engaged in the process of the delivery of these services to ensure they are the most feasible and offer the necessary improvements to serve the residents of Hinckley and Bosworth.  11  The proposals include a combination of new stations, enhancements to existing stations, increased service frequencies and new service opportunities. The delivery of many of these aspirations is dependent on significant infrastructure improvements, the delivery of which will require substantial capital investment. Proposals are set on a corridor basis as follows: 1. Trent Valley and Wolverhampton-Coventry Corridors 2. North-South Rail Services (Nuneaton – Coventry – Leamington Spa (NUCKLE) and Coventry – Leicester/Nottingham Corridors) 3. Leicester - Birmingham and Birmingham - Tamworth/Derby Corridors 4. Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa) Anticipated delivery timescales are indicated in the draft strategy and relate to the following periods:  2019 – 2026: Short term strategy up to the delivery of HS2 Phase 1;  2027 – 2033: Medium term strategy up to the delivery of HS2 Phase 2b;  2034 and beyond: Long term strategy.  10. Do you agree or disagree with the infrastructure, service improvements and station enhancement proposals/aspirations set out for each rail corridor?  Trent Valley & Wolverhampton – Coventry Corridors  Key Objectives:  1. To improve service frequencies to existing destinations.  2. To explore opportunities for new service patterns on existing corridors to enable wider connectivity.  3. For Nuneaton and Rugby Stations to be transformed into ‘place destinations’.  4. To deliver new access points to the rail network to support growth and encourage trips to transfer from road to rail.  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree   Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  Are there any additional improvements you would like to see included on the Trent Valley and Wolverhampton-Coventry Corridors?  No comment.  12  North-South Rail Services; Nuneaton – Coventry – Kenilworth – Leamington (NUCKLE) and Coventry – Leicester/Nottingham Corridors  Key Objectives:  1. To introduce cross Coventry services on the NUCKLE Corridor to cater for the high demand of trips between Leamington and Nuneaton  2. To explore the opportunities to expand services on the NUCKLE corridor to the East Midlands and the Thames Valley.  3. To deliver new access points to the rail network to support growth and encourage modal shift from road to rail.  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree   Strongly agree  Are there any additional improvements you would like to see included on the North-South Rail Services and Coventry-Leicester/Nottingham Corridors?  No comment.  13  Leicester – Birmingham and Birmingham – Tamworth/Derby Corridors  Key Objectives:  1. To improve service frequencies to existing destinations  2. To explore opportunities for new service patterns to enable improved connectivity  3. To secure improved local services  4. To deliver new access points to the rail network to support growth and encourage trips to transfer from road to rail  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree   Strongly agree  Are there any additional improvements you would like to see included on the Leicester-Birmingham and Birmingham-Tamworth/Derby Corridors?  Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa)  Key Objectives:  1. To improve service frequencies to existing destinations  2. To secure improved local services  3. To secure improvements to passenger facilities at key stations  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree   Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  Are there any additional improvements you would like to see included on the Snow Hill lines corridor?  No comment.  No comment.  14  Transformational impact  The delivery of many of the aspirations set out in this strategy enhancement will have a transformative effect on a number of Warwickshire’s communities, positively impacting on the attractiveness of these places to live and work - providing new access points to the rail network; significantly improving the station offer and providing new service opportunities to enable communities to take advantage of better and faster connections to other key UK centres.  Rugby  Aspirations for Rugby include significant improvements to rail facilities with the addition of a new station – Rugby Parkway – and substantial enhancements at Rugby town station which currently does not meet passenger demand in terms of access and parking capacity and facility offer. Currently, service frequency and journey times from Rugby to key economic centres such as London and Milton Keynes do not match with the rising demand for travel by rail in the Rugby area. Key for Rugby going forward is to facilitate better integration into the Intercity network, including for northbound travel to key economic destinations and integration with East-West Rail at Bletchley/Milton Keynes.  Nuneaton  Warwickshire County Council and Nuneaton and Bedworth Borough Council (NBBC) are working together to deliver the transformation of Nuneaton town centre, by implementing mixed use regeneration to help boost economic growth. A key component of this will include improvements to transport infrastructure, including an aspiration to create a multi-modal interchange at Nuneaton station:   A station that is better integrated with Nuneaton town centre, including public realm work to the station forecourt to help create a corridor of movement between the town centre and the station;   Delivery of a second pedestrian/cycle entrance to the north of the station (via Weddington Terrace), facilitating easier access for people living to the north of the station and helping to reduce the impact of traffic using the existing ring road to access the station.  Wider North-South Corridor  The north-south corridor between Leamington and Nuneaton is one of the main corridors for movement within Warwickshire. Improvements to rail connectivity along the corridor have been a long held ambition of Warwickshire county Council and a number of rail projects have been delivered over recent years to support it, including new stations at Bermuda Park, Coventry Arena and Kenilworth station.  15  An uplift in services is also proposed and will be delivered as part of West Midlands Trains franchise commitments. A second Nuneaton-Coventry service is planned to link with the new Coventry – Kenilworth – Leamington Spa train to provide a direct cross-Warwickshire service. Three trains per hour will run on the Coventry – Nuneaton rail line on Saturdays to cater for Ricoh Arena passengers (once the new Coventry bay platform is completed in 2019).  Future aspirations on the north-south corridor will focus on creating additional points of access to the rail network, particularly where these can be located within close proximity of the strategic highway network and offer the potential to provide wider benefit in terms of intercepting car based trips on-route to Coventry and other centres of major employment in the corridor.  In addition, WCC has a long held aspiration to facilitate the delivery of a strategic East Midlands to Thames Valley rail service. The anticipated infrastructure improvements required to deliver the wider regional ambitions (as part of the Midlands Connect programme of work) could facilitate an extension of services on the North-South corridor, linking up University towns/cities at Nottingham, Loughborough, Leicester, Coventry, Warwick University, Oxford and Reading.  16  11. Do you have any comments on the ‘Transformational Impacts’ aspect of the draft strategy?  Investment priorities and delivery Warwickshire has developed an excellent track record in the successful development, investment and delivery of rail infrastructure and services, WCC intends to build on this to further support and invest in the local rail network to help improve wider connectivity, contribute to the delivery of housing and employment opportunities and maximise the benefit of economic growth in Warwickshire. However, delivering improvements to the rail network can often prove complex and it is clear that major infrastructure projects such as increasing capacity between the Thames Valley and the Midlands will not be delivered at a local level and therefore the County Council will fully engage with a variety of partners and stakeholders in order to realise these ambitions. 1) Engagement with key industry partners, including Network Rail and the Department for Transport 2) WCC Development of Schemes the County Council will continue to develop programmes of work that will help deliver improvements to the rail network for our residents and businesses. This will include a range of work programmes, including the development of new stations, car park capacity improvements and station facility enhancements.  Hinckley & Bosworth Borough Council supports the Rail Strategy subject to clarification that the level and type of service from Hinckley station will be improved as a result of the proposals contained within the Strategy. Whilst the Borough Council welcomes the possibility of a new multi-modal station located between Nuneaton and Hinckley (Nuneaton Parkway), it would be helpful to provide further clarification on the relationship between the provision of Nuneaton Parkway and the proposed service improvements between Coventry-Leicester and Birmingham-Leicester. Clarification is requested as to whether the development of Nuneaton Parkway would result in improved services for people living in Hinckley and Bosworth and the opening of the station would not result in a reduction in services to and from Hinckley.  The Borough Council suggests that the Strategy sets out the benefits of Nuneaton Parkway being in proximity to the A5 noting its future upgrade to an expressway. The Council requests that the strategy acknowledges that construction of Nuneaton Parkway be integrated with improvements to the A5, including to address the issue of height clearance with the existing rail bridge between Dodwells and Sketchley Lane, an action identified in the A5 Strategy. The Council would also welcome acknowledgment that opportunities may arise from development of Nuneaton Parkway to facilitate or benefit from collaborative funding arrangements to deliver other localised infrastructure improvements, such as towards the upgrade of the A5 to expressway standard.  17  3) Engagement with West Midlands Rail and Midlands Connect; Warwickshire County Council are key members of both organisations and it is vital that we continue to influence the work of both these organisations to secure positive outcomes for Warwickshire. 4) Re-Franchising opportunities. WCC will fully engage with the DfT and Train Operators as appropriate to secure improvements to rail services and station facilities via re franchising specifications. Of particular relevance include the franchises currently operated by the following Train Operators; Chiltern Railways, West Midlands Rail/London North Western, Cross Country, Great Western Railways and Virgin Trains. The County Council 5) Wider Stakeholders. The County Council will continue to engage with wider stakeholders, including other local authorities, LEPs and key groups to progress schemes. Of particular significance is the North Cotswold Line Task Force which aims to deliver the shared vision of the group.  12. Do you have any comments to make on investment priorities and delivery?  5) Wider Stakeholders – The Borough Council would welcome ongoing dialogue with Warwickshire County Council and other key stakeholders regarding the delivery of the proposed Nuneaton Parkway.  18  Further comments  Please use the space below to make any other comments on the draft strategy.  Equalities monitoring Warwickshire County Council collects equality data about staff, members and users. The purpose of collecting this information is to ensure that we can identify, tackle and prevent issues that would otherwise prevent engagement and ensure our processes and services are suitable for and reach as wide an audience as possible. Information submitted is anonymous and will not be stored with personal information that makes you identifiable. You do not have to give us this information but if you choose to it will help us to better understand the communities we serve. If you have any questions in relation to this data collection, please email equalities@warwickshire.gov.uk  1. How old are you?  ⃝ Under 18  ⃝ 18 - 29  ⃝ 30 - 44  ⃝ 45 - 59  ⃝ 60 - 74  ⃝ 75 +  ⃝ Prefer not to say  2. Do you have a long standing illness or disability (physical or mental impairment that has a ‘substantial’ and ‘long-term’ negative effect on your ability to do normal daily activities)?  ⃝ Yes  ⃝ No  The Borough Council supports the draft Rail Strategy and welcomes the proposed service improvements between Birmingham-Leicester and improved connectivity between Coventry-Leicester through the introduction of a direct service and a proposed new station between Nuneaton and Hinckley. The Council requests that it is kept engaged in the process of the delivery of these services to ensure they remain feasible and deliver the necessary improvements to the benefit of passengers travelling to and from Hinckley.  19  ⃝ Prefer not to say  3. What is your ethnic group?  ⃝ White British  ⃝ White Irish  ⃝ Gypsy or Traveller  ⃝ Other White background  ⃝ Black or Black British - African  ⃝ Black or Black British - Caribbean  ⃝ Other Black Background  ⃝ Asian or Asian British - Bangladeshi  ⃝ Asian or Asian British - Indian  ⃝ Asian or Asian British - Pakistani  ⃝ Chinese  ⃝ Other Asian Background  ⃝ Mixed - White and Asian  ⃝ Mixed - White and Black African  ⃝ Mixed - White and Black Caribbean  ⃝ Other Mixed Background  ⃝ Arab  ⃝ Other Ethnic Background  ⃝ Prefer not to say  4. What is your gender?  ⃝ Female  ⃝ Male  ⃝ Non-binary  ⃝ Prefer to self-describe  ⃝ Prefer not to say  20  5. Does your gender identity match your sex registered at birth?  ⃝ Yes  ⃝ No  ⃝ Prefer not to say  6. Do you have a religion or belief?  ⃝ No religion  ⃝ Buddhist  ⃝ Christian  ⃝ Hindu  ⃝ Jewish  ⃝ Muslim  ⃝ Sikh  ⃝ Spiritual  ⃝ Any other religion or belief  ⃝ Prefer not to say  7. What is your sexual orientation?  ⃝ Bi / bisexual  ⃝ Gay man  ⃝ Gay woman / lesbian  ⃝ Heterosexual / straight  ⃝ Other  ⃝ Prefer not to say  21  Thank you for completing this survey, please return using the Freepost address below. |
| Leicester City & Leicestershire County Council | 1. Purpose and Context 1.1 Leicestershire County Council and Leicester City Council welcome the opportunity to comment on the draft Rail Strategy developed by colleagues in Warwickshire County Council (WCC). 1.2 The principle of Local Authorities producing rail strategies is an important one, as a means to identify the key “asks” of the rail industry in support of economic and social objectives relevant to the Authority’s area. We produced a similar document, in conjunction with our LEP, that was formally adopted in February 2017. 1.3 Inevitably rail services cross Local Authority boundaries, and hence the importance of Midlands Connect in supporting and balancing our collective requirements. 1.4 It is recognised that Nuneaton and Rugby stations in Warwickshire are valuable rail transport hubs for residents living in the south west of Leicestershire, as these stations provide access to services travelling to London and other destinations on the West Coast Main Line (WCML).    1.5 We recognise that Warwickshire has an excellent record in developing new stations and associated rail services, including for example Stratford-uponAvon Parkway and Kenilworth stations. In particular, WCC has been at the forefront of third- party funding and delivery. 1.6 Therefore, against a background of our strong support for the draft strategy as a whole, this note comments on particular areas of overlap with our strategy, on which we would wish to work in collaboration.    2. Leicester and Leicestershire Rail Strategy 2.1 The high-level priorities identified in our Rail Strategy are: • To maximise the benefit from the Midland Main Line services • To achieve the best result from the implementation of HS2 Phase 2 • To improve radically direct fast connectivity to key regional and national destinations, recognised as currently poor • To ensure that rail access and economic development are planned together • To support modal shift from cars and lorries to sustainable transport.    Page 2 of 5    2.2 A particularly important finding of our Rail Strategy is that, despite their location in the centre of the UK, Leicester and Leicestershire are poorly connected to many of the key growing regional economies, especially compared to other economies of similar size in the Midlands. For example, Leicester has no direct services to Manchester, Leeds, the North East, Coventry, the Thames Valley or the South West. The service between Leicester and Birmingham is slow – between 50 and 56 minutes for a journey of 40 miles. Our strategy focuses on these as targets for improved services in the medium to longer term. 2.3 It is noticeable and encouraging therefore, that the draft WCC strategy identifies similar objectives, including to improve connectivity between Leicester and Coventry and Leicester and Birmingham, as being developed by Midlands Connect in cooperation with all the Councils on the routes.    3. Specific Comments 3.1 Coventry – Leicester. The Strategic Outline Business Case’s (SOBCs) for the Coventry-Leicester-Nottingham proposal and for Midlands Rail Hub have now been submitted by Midlands Connect to the DfT. We support Midlands Connect’s objective of achieving city centre to city centre services between Coventry and Leicester and Birmingham and Leicester that are as fast as possible. We are aware that one possible solution at Nuneaton is for CoventryLeicester services to avoid the station via a diveunder. We understand, and agree with, WCC’s concern to ensure that this is not at the expense of connectivity within the Nuneaton area. We also would seek services at Leicestershire stations to be enhanced overall. 3.2 Nuneaton Parkway. The WCC strategy proposes a “Nuneaton Parkway” station, partly to offset the potential disbenefit from Coventry-Leicester trains bypassing Nuneaton. The station would be broadly where the A5 and the Leicester line intersect. In principle, we believe that the proposed station is worth further investigation, partly because it could provide better access to the rail network along the M69 corridor, but also because of the potential for it to act as a parkway for areas along and adjacent to the A5, allowing easier access to stations in Leicestershire. We would certainly want to ensure Hinckley would be well served and not experience a reduction in frequency of rail services. The importance of the M69 corridor for future development is shown by the map below taken from Leicestershire’s Strategy Growth Plan, published earlier this year.  Page 3 of 5    3.3 Nuneaton Station as an Interchange Hub. An increase in Midland Rail Hub services between Leicester and Birmingham (from two to four as proposed) will increase the importance of Nuneaton station as an interchange hub. We therefore support WCC’s proposals to develop the station into a transport hub and to improve its facilities. One of the significant gaps in connectivity for Leicestershire, as noted in 2.2 above, is with the North West, and Manchester in particular. Therefore, we support WCC’s proposal that, after HS2, more classic compatible intercity services on the West Coast Main Line should call at Nuneaton. For example, a Leicester-Manchester journey via an interchange at Nuneaton would be faster than the current routing, changing at Sheffield. The same is true, for example for Leicester-Liverpool, and is the case for the majority of Leicestershire stations. 3.4 East Midlands and Thames Valley. We understand that the introduction of a through hourly service in May 2019 between Nuneaton and Leamington Spa, and better rolling stock on this line, has started to stimulate travel between Leicestershire and the Thames Valley via interchange at these two stations. The strategies of both WCC’s and Leicester and Leicestershire include a long- term aim of direct services between the East Midlands and the Thames Valley.  Page 4 of 5    Both strategies identify material GVA uplifts from the introduction of such a service. Achieving it will require sustained lobbying, development of wider support and business case work. We need collectively to recognise that this is not an easy one for the rail industry to accept as it crosses the traditional flows of radial traffic to Birmingham and London. If additional capacity towards the Thames Valley is created, there will be other demands on its use which will be advanced by others. The first priority, therefore, is to secure full doubling of the railway between Coventry and Leamington. There is a risk that only sufficient work will be done to allow for the diversion of the Newcastle-Reading service via Coventry, but for no further service expansion. 3.5 Local Stations Nuneaton-Birmingham. We note that WCC’s strategy proposes a new station at Galley Common. We know also that the West Midlands Rail Investment Strategy published in January this year suggests new stations on the same line at Castle Bromwich and Fort Parkway. Given the importance of the Leicester-Birmingham journey time, we would not want additional stops to be introduced into the existing services (which are too slow as they stand). If the Midlands Rail Hub project succeeds in introducing two additional trains per hour between the two cities, then it may be logical to have two fast services and two stopping services. The difficulty with this would be that, although Leicester would gain faster trains, the effective frequency for the city would not be increased (because the fast trains would “catch up” the slow trains). Alternatively, Leicestershire Stations could see an increase in service because there would be two service per hour stopping instead of one. The right balance of stops on this line will need to be sought between the interests of the residents of Leicestershire and Warwickshire. 3.6 Remapping of Cross Country Services. WCC’s strategy supports the remapping of the local Birmingham-Leicester service to West Midlands Railway. This would allow the West Midlands Rail Executive (WMRE) to control the development of the service, including potentially providing increased capacity, which the current operator, with different overall objectives, is not incentivised to do. It would also enable WMRE to investigate running this service through Birmingham to destinations to the west (Shrewsbury and Hereford have been mentioned). Whilst these are potential benefits for Leicester and Leicestershire, we would only wish to see this transfer proceed on the basis that: • there is a clear rationale and business case for the transfer of services • it delivers benefits for Leicester and Leicestershire residents and would definitively not result in significant disbenefits • it would not undermine objectives to improve Leicester and Leicestershire’s rail connectivity • appropriate governance arrangements were put in place as we are not members of WMRE    Page 5 of 5      4. Conclusions 4.1 The publication of Warwickshire’s Draft Rail Strategy is a positive development that we welcome. 4.2 We believe that joint working between the Councils, as seen on the CoventryLeicester project, is strongly positive, enabling joint objectives to be advanced more strongly and competing objectives to be reconciled. It gives wider stakeholders (such as DfT) confidence that there is a regional consensus. Other Councils affected, such as Coventry City Council, must of course be involved, too. 4.3 There are proposals within the WCC strategy in which Leicester and Leicestershire have an interest and we look forward to working with Warwickshire (and Coventry) on them. We propose that the six items discussed in section 3 above should form the agenda for those discussions and joint working. |
| Lapworth Parish Council | Lapworth Parish Council were pleased to note the increased use of the station at Lapworth. As the third fastest growing station in Warwickshire since 2012/13, it is clear that there is current demand for services calling at the station and that this demand will continue to grow.  The Parish Council notes that the consultation will give consideration to additional services calling at Lapworth and, in particular, a potential for increase in daytime services.  This is encouraging, but also needs to ensure parking at the station does not become problematic. Network Rail service land adjacent to the car park is under-utilised at present and any additional services would potentially lead to more parking space being required. The station serves a rural area for which there are very limited public transport options. Notwithstanding these concerns, Lapworth Parish residents will undoubtedly benefit from the proposed improvements in services on the "Snow Hill" line. |
| Network Rail | Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order.  Network Rail owns and operates most of Britain’s railway infrastructure, including tracks, signals, tunnels, bridges, viaducts and level crossings. We also manage rail timetabling and 18 of the largest stations in England, Scotland and Wales. Our aim is to provide a safe, reliable and efficient railway for passengers and freight trains. The company manages and delivers thousands of projects every year which form part of the Railway Upgrade Plan, to grow and improve the railway network in response to increased demand – a doubling of passenger journeys over the past 20 years.​Further details about us can be found on our website via this [link](https://networkrail.sharepoint.com/sites/myconnect/aboutus/Pages/Our-strategy.aspx).  As identified in the strategy, the rail network throughout Warwick plays a crucial role in supporting the local economy and will play a key part in facilitating the sizable increase in housing planned before 2033. Therefore, Network Rail are encouraged by ambitious plans for Warwick that are laid out in the strategy.    Moreover, in line with the DfT’s High-level output specification (July 2017), the rail industry is activity working with 3rd parties that have a desire to invest in the network. Therefore, Network Rail is welcoming of development funding to enhance station facilities and the wider infrastructure network to better serve the community.    With the planned level of housing growth, it will be critical for the County Council and Network Rail to work closely with local planning authorities to ensure that Section 106 or CIL contributions are identified and can be spent on the required rail infrastructure investment. Network Rail would appreciate any support possible in this process.    In reference to increased or improved car parking, Network Rail are keen to work with partners to look at building business cases and exploring new methods of funding and financing investment. However, it is key to note that car parks that don’t currently charge do represent a challenge for building business cases. Local parking regulation and control also need to be considered, for example the proximity of free on street carparking.    For wider strategic thinking, specifically around new stations and increased service levels, early involvement in working groups via Midlands Connect or WMRE will be required. There must also be early engagement in timetabling work before station plans progress to ensure that performance would not be affected and there is sufficient capacity on the Network.    It is recommended that engagement with the Business Development contact for the region ([Jack.Pickering@networkrail.co.uk](mailto:Jack.Pickering@networkrail.co.uk)) takes place to discuss new station proposals and station enhancements. |
| Nigel Huddleston MP | “*I am encouraged by Warwickshire County Council’s commitment to work closely with their peers in Worcestershire, as well as officials at the Department for Transport, to help deliver improved rail services for Mid Worcestershire residents. The fifteen year rail strategy is an exciting vision which, if implemented, will result in more frequent rail services for a number of train stations which fall within my constituency – including Evesham – and generally improved facilities such as additional parking spaces at Honeybourne Station. The report highlights that Honeybourne has witnessed a 29% increase in passenger footfall since 2012/2013, and therefore making improvements outlined in the draft strategy, I believe, is a positive step forward to improving our vital local infrastructure and making journeys on our railways more efficient and an even more attractive transport option for residents and visitors.”* |
| Northampton Rail Users Group | NRUG are concerned that the proposed Rugby Parkway station will have an adverse impact on services for Northampton.  **Headway & Journey Times**  If all trains stop at the new station then journey times will increase, and the stopping pattern will reduce capacity on a line already recognised as short of capacity.  Even in the case of through trains, for example, two trains with the first one stopping at a station and the second one not stopping there, a greater headway is needed between the two trains. This is to prevent the second train catching the first, as the first train will spend 4 or 5 minutes slowing down, being stopped, and accelerating again while the second train runs at a constant speed. The effect of this is that the total capacity of the line (trains per hour) is reduced.  Increased journey times are a threat to Northampton services, as demonstrated by the decision to route a number of Trent Valley Services via Weedon rather than Northampton.  Increased journey times also have the potential to make connections for Northampton and Long Buckby more difficult at the main Rugby and Coventry stations. Increased connectivity is an objective for NRUG.  Providing access to the "fast track" at Rugby Parkway is a further threat to Northampton services, as this sets up another time incentive to bypass Northampton. It is also a threat to Daventry as it bypasses Long Buckby.  From an intercity perspective, trains are not going to stop at both Rugby and Rugby Parkway, so any perceived benefits at Parkway will be countered by losses at Rugby.  **Long Buckby compromised**  NRUG have been seeking improvements to Long Buckby station for some time, but unfortunately without success so far. If Rugby Parkway is granted government funding, then we would have thought that any future funding opportunities for Long Buckby would be diminished as the stations are only 8 miles apart. Long Buckby is a popular station with a significant growth rate, as shown below.  Long Buckby usage  2008-09 157154  2017-18 368,336    This represents an increase in annual usage of 134% in 9 years. The national increase in rail usage over the last twenty years has been approximately 100%.    In terms of where to invest in new stations, Long Buckby should be a prime candidate, noting its location serves not only Long Buckby, but Daventry (including the new, large, Monksmore development) and the northern arc of Northampton, scheduled to bear a large increase in population to meet the objectives for new housing set out in the SEMLEP strategy, and reflected in the Oxford - Cambridge growth corridor objectives.  Given the national significance of the SEMLEP housing agenda, and Northampton and Daventry's major contribution to it, any adverse effects on rail for Northampton are serious considerations. In terms of Network Rail spend on stations, and "bang for the buck" for serving increasing populations, Long Buckby should be the prime candidate. It is unfortunate that transport strategies are County based, but the rail network isn't, and that overview is missing in the proposal for this parkway station.  The annual growth over 9 years at Long Buckby works out at 9.9% prior to the aforementioned increase in population planned, giving a clear indication where the need for station capacity exists.  **Questionable benefits to DIRFT employees**  There are at least 5 bus services which visit DIRFT and there are 6 different bus stops within the site. These buses come from Rugby, Coventry, Northampton and Daventry amongst other places. The services tend to be half hourly or hourly.      It is difficult to see how a train service will attract people to switch from buses, when they would still have to travel between half a mile and two miles from the new rail station to their place of work. It would be almost certain that the rail ticket would be more expensive than the bus ticket.  As there is an ongoing shortage of employees at DIRFT, it is likely that they now tend to travel from further afield which makes the flexibility of travelling by car far more suitable for many of them rather than travelling by train.  **Houlton**  Rugby Parkway station may be of use to some of these people if they are travelling relatively short distances by rail. Anyone travelling long distance will want to make use of the intercity services which are not going to stop at Rugby Parkway. Such rail passengers will need to travel to Rugby station to pick up such long distance services. Therefore the benefit of Rugby Parkway to these people is questionable.  **Other new station proposals**  A number of the proposed new stations including Rugby Parkway are extremely close to existing stations which may cause some people to question their need. Outside of major cities, trains are good for transporting large numbers of people longer distances to single locations, after which other serives disperse users to the final destination. |
| Warwickshire Public Health | Warwickshire County Council Public Health recognises local growth, economic changes and house building will place additional pressure on current rail services and infrastructure, and acknowledges the statements relating to local networks operating at capacity in terms of:  Track infrastructure  Capacity and availability of rolling stock  Capacity at stations.  WCC Public Health also acknowledges that future service enhancement, improved connectivity and new access points to the rail network will help to meet the demand for future growth, and provide opportunities to maximise economic and social benefits for Warwickshire residents, particularly in view of the changes that will occur as a result of HS2. It also notes that the development of HS2 services within the region may well improve capacity locally, as some travel users may switch to this service. This should be taken into account when planning the future rail strategy.  WCC Public Health identifies that improved public transport and access to rail will also:   * Improve access to healthcare and other services as identified in [Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956) * Reduce social isolation and promote social inclusion, by reducing the impact of community severance due to traffic flow locally, and by improving social contact. Both these issues are areas of concern within the remit of emotional wellbeing. ([Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956)) * Reduce the impact of air pollution   + Particularly for susceptible groups ie those with underlying lung and cardiovascular disease - [Health Impacts of Transport](http://www.publichealth.ie/sites/default/files/documents/files/IPH_Transport_text_44pp.pdf).   + Currently Warwickshire has raised levels of air pollution identified by [Public Health England](https://fingertips.phe.org.uk/search/air%20pollution#page/3/gid/1/pat/6/par/E12000005/ati/101/are/E07000222/iid/92924/age/-1/sex/-1).   + Warwickshire’s [Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956) plan also identifies air quality as largely determined by road transport, and the high volume of car users on the roads, therefore proposals that reduce car dependency will benefit health and wellbeing, particularly if these journeys reduce the incident of short journeys taken on locally congested routes, which are less efficient in terms of fuel usage and result in greater pollution emissions.   + Opportunities within this strategy to move freight off roads to rail services. * Contribute to the health benefits of regular physical activity as identified in [Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956). A transport system that promotes some element of active travelling ie walking or cycling contributes to encouraging physical activity. This supports physically inactive populations, especially low-income and minority groups, attain the recommended level of daily physical activity. Increased access to public transport may therefore help to promote more active lifestyles. * Reduced traffic volume may contribute to reduction in road traffic casualties of which Warwickshire has high rates: : [Public Health England](https://fingertips.phe.org.uk/search/road%20traffic%20accidents#page/3/gid/1/pat/6/par/E12000005/ati/101/are/E07000222/iid/11001/age/1/sex/4)   Below is the Copenhagen Reverse Traffic Pyramid, used locally to illustrate the goal of achieving a sustainable, healthy and green travel network; where walking and cycling are the primary modes of travel, public transport next and with private car use of much lower importance (Bicycle Innovation Lab, 2012)  [Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956).    **Public health recommendations regarding the proposed rail strategy:**   1. Ensure the redesign of stations and new build stations have improved/new facilities for bike access and storage, as well as safe and accessible walkways, with appropriate lighting to facilitate improved use and increase participation from population groups. This will support the active travel plan. 2. The rail strategy should also consider the impact of health inequalities: nobody should face disadvantage with regards to accessing sustainable transport modes because of where they live; such opportunities should be equal to all, and this should therefore be part of any future rail strategy. 3. Consideration should be given to improving the rail travel experience to benefit wellbeing experiences and the commute to work,ie waiting areas should have good quality seating and timetable displays. [Healthy Travel Choices](https://apps.warwickshire.gov.uk/api/documents/WCCC-630-956) 4. Ensure that ticketing options ie ticketless travel does not exclude vulnerable populations who may be disadvantaged by these processes. 5. Consider the impact of HS2 on communities and if further local disruption is planned, ensure full local consultation and where possible engagement with HS2 planners. 6. Consider the findings in local Joint Strategic Needs Assessments where transport links have been identified as problematic for local populations: [JSNA](http://hwb.warwickshire.gov.uk/jsna-place-based-approach/). This is a rolling programme of health needs assessments taking place across the County and due to finish in 2020, identifying assets and needs. 7. The impact of more frequent services, longer trains, new stations, extension and upgrading of lines and significant infrastructure improvements, should not be underestimated in terms of the impact of this on day to day living. Therefore infrastructure challenges such as these, once the details of building and infrastructure work is confirmed should identify whether Environmental Impact Assessment or Health Impact assessment is required by planners/developers. These assessments should include a process to mitigate for the effects of:  * Noise with increased timetables ie more Sunday trains, operating hours and construction works * Air quality during building phases * Impact on cutting off of communities during building phases * Loss of open spaces in new buildings/lines built. |
| Rugby Rail Users Group | 1.Rugby Rail Users Group (RRUG) welcomes the opportunity to comment on Warwickshire County Council’s draft Passenger Rail Strategy 2019. I have been asked to reply on behalf of the Group which serves to represent the interests of current and prospective rail users in the town by lobbying for the maintenance and improvement of rail services to and from Rugby.  2. I note the Council’s preference for e-mail responses. However, RRUG has decided to submit this written response in order to focus on the key points it wishes to make rather than be steered by the on-line questionnaire.  **3. Summary of Key Points**   * **Rugby Rail Users Group (RRUG) agrees with the context and objectives of the strategy;** * **RRUG agrees with the move to maximise rail passenger numbers and access to the railway where practicable and sensible;** * **RRUG wishes to stress the importance of services from Rugby to the North and West, not least express services down the Trent Valley to the North West and Scotland; Rugby is not just a London commuter station;** * **RRUG agrees the importance of integrating the railway, and Rugby station in particular, with other modes of transport (public and private);** * **RRUG supports the development of Rugby station as an integrated transport hub, but it need NOT necessarily be THE transport hub for the town;** * **RRUG wishes to emphasise that Rugby station serves a busy and important purpose as an intercity express and commuter railway station and that it should be developed with that primary purpose in mind, NOT as a ‘go to’ destination in its own right;** * **RRUG supports the promotion of the town of Rugby as a destination;** * **RRUG supports proposals for a new Rugby Parkway station but not at the expense of the main Rugby station;** * **RRUG supports the proposal for a direct Coventry – Leicester service; and** * **RRUG believes we should not await HS2 to pursue these objectives and proposals.**   4. Discussion.   1. RRUG largely agrees with the context and objectives of the strategy. That said, while it is all very well to promote rail travel and advocate its expansion it must be done intelligently and not as a dogmatic be all and end all. There may well be instances where local economic, financial, political and environmental factors dictate that rail is not the answer and lead to solutions which employ different modes of transport. The key thing is to strive for an integrated public transport system using many modes of transport, including air, with appropriate interchanges where necessary. And rail certainly has a major part to play. 2. We also welcome the call for more points of access to and from the railway so as to help increase passenger numbers. That said the locations have to be chosen carefully. They should be in places where there is a real demand, either where there is an unsatisfied preexisting need or where new needs have arisen from major urban/residential development, eg Houlton outside Rugby. They should also be located where the railway is capable of providing the right types of services, eg fast commuter, to the right places eg London. Furthermore, whilst we support the development of Rugby Parkway station, we do so on the understanding that the train services at the main station in Rugby would not be reduced as a result. 3. We also wish to emphasise our belief that railway infrastructure is for the primary purpose of supporting the railway. Thus, railway stations are places for railway business ie buying tickets, catching trains etc, and we therefore find it difficult to understand the desire to develop them as place destinations in their own right. Indeed, Rugby station is in such a congested part of the town that the local road and public transport infrastructure would find it difficult to accommodate any expansion of the numbers using the station beyond those actually needing to access the railway. We do not therefore support aspirations for developing Rugby **station** as a destination in its own right. 4. Lest there be any confusion, we are more than happy to help promote Rugby as a place in its own right. Furthermore, we strongly support the proposal for a transport hub at Rugby station, space permitting, and believe this should be delivered sooner rather than later. That said, it need not necessarily be **the** main public transport hub for the town for fear of depriving other important focal points eg the town centre of their claims. 5. I will now turn to more of the specifics of the railway strategy for Warwickshire as seen from the perspective of Rugby rail users. Firstly, it must be remembered that Rugby is an important strategic junction where both the Northampton loop and Coventry, Birmgham, Wolverhampton corridor join the main West Coast Main Line from London Euston to the North West and Scotland. 6. A large proportion of Rugby rail users are London commuters, many using the fast non-stop services to Euston. This frequent, regular fast train service has been a major selling point in the current fast expansion of the town and we would not wish to see it affected adversely with the advent of HS2 or changes in franchise holder on the West Coast Main Line. Rugby also has a considerable number of commuters to Coventry and Birmingham in the opposite direction. Again, their needs need to be satisfied and this remains one of our main areas of interest. 7. In addition to commuters there is also much leisure and business traffic on all services from the town, ie direct to London, round the Northampton loop, across the West Midlands to Coventry, Birmingham (including the international airport) and Wolverhampton and down the Trent Valley to Crewe, Preston, Scotland and intermediate stations. There are regular stopping and express trains on all these routes, and Rugby Rail Users Group is particularly proud of what it has achieved in concert with the operating companies in recent years to secure a good and much improved, fast direct service down the Trent Valley to the North West and Scotland both directly and using the many frequent connections at Preston in particular. Again, we very much wish to see such services maintained and improved where possible as we move into the age of HS2 and a new franchisee on the West Coast Mainline. Indeed, this remains one of the Group’s particular leading objectives and we believe that we should not have to wait for HS2. 8. We believe all the above objectives are adequately covered in the draft strategy, but are particularly keen that the importance of direct express services down the Trent Valley (rather than round the West Midlands corridor loop) to the North West and Scotland is not understated. 9. We support the proposal for a direct Coventry – Leicester service which, with a good connection at Coventry, would improve journey opportunities between Rugby, Leicester and Nottingham. Indeed the connection at Coventry is already very useful for journey opportunities to Leamington, Oxford, Reading and the South Coast. 10. Although, not directly connected with Rugby, we are disappointed to see that Warwickshire County Council no longer supports the proposal to reopen the line between Stratford and Honeybourne. This would provide a much easier means of getting from Rugby to Evesham and the North Cotswolds, a journey which is currently only really practicable by car.   5. I hope this is helpful. |
| Rugby Borough Council | Thank you for consulting Rugby BC on this strategy. Please consider this as an officer level response from planning policy and corporate property.    RBC support the aims and objectives for all eleven policies set out in the strategy. In addition, we would like to make these additional comments.       1. Page 25 refers to 260+ car parking spaces at Rugby parkway but on page 44 refers to a min of 350 spaces      1. Page 28 connectivity from Rugby to Manchester – not sure on configuration of rail lines but it would be good if there was a direct connection between Rugby and Manchester. Especially with the uncertainty around continuation of HS2 this would provide much needed connectivity with Rugby being one of Warwickshire’s busiest stations with 2m+ passengers and forecasts likely to double by 2040.      1. Considerations for car park improvements and highways reconfiguration should be planned in line with the Rugby Town Centre Regeneration. Specific numbers of spaces and highway improvements should ideally be assessed and detailed within the strategy.      1. There is the potential for a more programmed strategic approach for delivery of the improvements to Rugby’s station and integration with work from the borough council around improvements to the Town centre in a wider context – for example better pedestrian public transport and cycle connections and links between the town centre and railway station an opportunity for a pedestrian bridge and other public realm improvements. Digital transport information connectivity between the various modes of public transport and electronic  signage at the station and in the town centre and public buildings owned by the borough council.      1. Funding and delivery opportunities – the strategy puts a lot of onus on WCC to take advantage of any funding and delivery options. A ‘one public estate’ approach should be considered for joined up knowledge and resources. Rugby Borough council would be pleased to participate/lead for the Rugby area      1. Page 47 Wider Stakeholders – As mentioned above other Locals Authorities / Borough councils should have a more formal strategic engagement rather than being considered wider stakeholders. |
| Shakespeare Birthplace Trust | The Shakespeare Birthplace Trust is supportive of any measures that may help to generate growth in the local visitor economy, as well as improve connectivity for people who live and work in the town. Stratford-uponAvon is a year-round, seven day a week international destination which requires a commensurate train service. Faster, more frequent rail connections to Stratford-upon-Avon from London/Birmingham and the wider West Midlands area would benefit the town’s visitor and business economy and help to reduce road traffic and parking issues. Only 6% of Stratford upon Avon visitors arrive by rail: the national average for similar destinations is 13%. Increasing rail arrivals to 13% would provide a major boost to Stratford-upon-Avon’s economy. The need for improved rail connectivity to and from the town of Shakespeare’s birthplace on several fronts is in sharper focus in the shorter term, with opportunities to cross promote key destinations during the Coventry City of Culture 2021 and the Birmingham Commonwealth Games 2022. Service Improvements Stratford-London The Trust welcomes the increase of direct rail services between London Marylebone and the town earlier this year. Offering convenient transport links to and from the capital supports economic growth, attracts new investment and jobs, and stimulates innovation as Stratford-upon-Avon strives to remain a must-visit destination all year round. The Trust is supportive of the strategy’s desire to seek further improvements. There is significant scope for market growth in both day and overnight visits via rail through the provision of more frequent and direct train services between London and Stratford-upon-Avon. Stratford-Birmingham The Trust supports improvements in the service frequency between Stratford-upon-Avon and Birmingham. Stratford-upon-Avon lies within the Birmingham Housing Market Area and there is heavy demand for more trains, particularly at the busier northern end of the line. NUCKLE (NUneaton-Coventry-Kenilworth-LEamington Spa Scheme) The Trust welcomes the strategy’s reference (Figure 6, page 30) to the ‘possible extension of NUCKLE services to Stratford’. This would effectively link Stratford-upon-Avon with the West Coast Main Line at Coventry with a quick connection to/from Birmingham International, providing for the first time an attractive rail-air option for international visitors to Stratford-upon-Avon. It would also link Stratford-upon-Avon with the Trent Valley section of the West Coast Main Line at Nuneaton with direct connections to Cross Country services between Birmingham, Leicester, Nottingham, Peterborough and Stansted Airport. The extension of NUCKLE services to Stratford-upon-Avon would also align with the West Midlands Rail Executive’s A 30-year Rail Investment Strategy 2018-2047, published in December 2018, which ‘…identifies the development of new rail corridors — eg; A46 Expressway South West-Worcestershire-Warwickshire-Coventry-Leicester, working with our partners to consider the potential for expansion of both existing and closed rail routes’ |
| Shrewley Parish Council | In response to the Warwickshire Rail Strategy Consultation Shrewley Parish Council would like to support the proposal in SECTION D BIRMINGHAM to LEAMINGTON SPA to improve the rail service frequency for Hatton Station from a 2 hourly to an hourly service, particularly in view of the 51% increased passenger demand over the last 6 years. We would also welcome any proposal to increase the capacity of the existing car park to cope with this increased demand. |
| Shakespeare Line Promotion Group | Draft Warwickshire Rail Strategy 2019 -2034  We are the rail user group for train services between Stratford upon Avon and Birmingham and Stratford upon Avon and Leamington Spa and London. SLPG and its predecessor organisation has existed and represented rail users for fifty years.    We have considered the draft Warwickshire Rail Strategy 2019 -2034 and wish to submit the following response to the consultation:    The Warwickshire Context We welcome the key aim of Warwickshire's rail strategy to maximise the opportunity for the travel demands of the planned 160,000 new households in Warwickshire by 2033. We support the reference and inclusion of the growth taking place in the adjacent West Midlands Region, which will see some 900,000 more people and 450,000 jobs.    The Strategy rightly highlights the role of the railway against what it refers to as 'an unprecedented scale of development' which will be challenging for the existing rail infrastructure and services across Warwickshire.    We endorse the Strategy's view that investment in Warwickshire's rail infrastructure and rail services across the County and region is vital to realise the social, environmental, connectivity and economic growth benefits.    We support HS2 as it will deliver significant benefits to Warwickshire with improved connectivity between Warwickshire and London while also releasing much-needed capacity on the existing West Coast Main Line.  166 Windy Arbour Kenilworth Warwickshire CV8 2BH      In terms of future growth, we support the strategy call for improving access to existing stations and capacity improvements on the rail network. We urge the Strategy broadens its appeal on future growth to accommodate in principle and press for the need to address known and current rail network pinch points (i.e. Leamington Spa. We welcome the Strategy exploring opportunities for new stations to maximise the opportunities for residents to access the rail network. We suggest the Strategy should include the examination of the economic impact of reopening short sections of railway that would enable reconnection and deliver significant improvements to regional connectivity and home/employment commuting while addressing the broader railway network issues related to asset redundancy and resilience.    Car parking provision, particularly at Henley in Arden, needs to be addressed in view of its current inadequacy but also because of the greater train service frequency that is likely to take place within the next couple of years. A 30 minute frequency service will significantly increase passenger demand and given the semi-rural nature of Henley in Arden this will attract a greater number of vehicles.    Opportunities & Constraints We endorse the thrust of the Strategy. We share the view that the current rail system is operating at or beyond capacity in parts of the County (i.e. Leamington Spa) and these issues need to be addressed as a priority.    We would add that the Strategy should include reference to the Midlands Connect work on the potential improvement of the A46 corridor in the South Midlands. The West Midlands Rail Executive (WMRE) have included in their 30-year Rail Investment Strategy 2018-2047 options specifically: A46 Expressway South West-Worcestershire-Warwickshire Coventry-Leicester, working with our partners to consider the potential for expansion of both existing and closed rail routes.    Inclusion of this within Warwickshire's Rail Strategy would support the work of the Cotswold Line Task Force which is committed to delivering the redoubling of the remaining sections of single line railway between Oxford and Worcester, a route that serves a sizeable portion of South Warwickshire residents. Also, the closed rail route between Long Marston and Stratford upon Avon would support the long term economic case for the Cotswold Line redoubling while representing a significant opportunity to link the South Midlands with Birmingham and the West Midlands through an orbital route.    Developing the Strategy We wholeheartedly support and endorse the four overarching objectives that support the delivery of Warwickshire's Rail Strategy.    Policies SLPG support all of the policies contained within the Rail Strategy.    Specifically, concerning Policy WRS3: New Rail Services and Stations.    We would like to see the development and implementation of three services per hour between Stratford upon Avon and Birmingham and the extension of the timetable to provide earlier and later train services. One service per hour each way should be via Hatton North Junction and via Dorridge and Solihull but call additionally at Lapworth, providing this Warwickshire station with an hourly service to and from Birmingham.    Two services an hour per hour should be via Henley in Arden and Shirley with one service calling at all stations either stopping or request as now and the second service running semi-fast to and from Whitlocks End calling only at Henley in Arden and Wythall.    In 2018 over 93% of Town Centre businesses in Stratford upon Avon and 94% of rail users said they wished to see the examination of the Economic Impact of a new railway service between Stratford upon Avon and Oxford via Honeybourne and a bi-directional orbital service between Stratford upon Avon via Honeybourne, with Evesham, Worcestershire Parkway, Worcester Stourbridge and Birmingham. Understanding the Economic Impact would inform the viability of such a scheme and proposed service ahead of any consideration of the feasibility and cost to reopen the closed route. We also believe that Policy WSR4 reinforces the need for an Economic Impact Study: New Developments and Connectivity to Rail Services.    Specifically, concerning Policy WSR4: New Developments and Connectivity to Rail Services.    This detail of this policy states:    The County Council will seek to secure good accessibility and connectivity to the rail network by: 1. Encouraging measures that enable good accessibility to rail services and where appropriate, secure funding from developers towards the cost of such measures;  2. Taking into account the location of new housing and employment developments and associated highway improvements when planning new stations (Policy WRS3); 3.Taking into account potential demand from new development when planning new rail services.  Garden Village status was sought from HM Government on proposed housing development at Long Marston in the summer of 2016. In the Expression of Interest submitted to Government, which was endorsed by both Stratford on Avon District Council and Warwickshire County Council, the potential for reopening the closed railway route between Stratford upon Avon and Long Marston was referred to several times.  The Expression of Interest submission stated:  We are also actively exploring the potential for reinstatement of the railway between Stratford and Honeybourne which, while not a pre-requisite for the success of the new settlement, would be a key benefit for LMA and Stratford-on-Avon.  The Garden Village underlines the potential for reinstatement of the Stratford-to-Honeybourne rail line, which would provide much-improved access to Stratford by rail and could provide residents of the Garden Village regular rail services to a range of destinations. Initial feasibility work has looked at options for reinstating this missing link, with positive conclusions.  Subsequently, Warwickshire County Council, as a statutory consultee, and in partnership with Worcestershire and Gloucestershire County Councils, has responded to the planning application for the Garden Village site by stating: The Authorities are concerned that the identified sustainable transport measures are not significant enough to provide a full and robust alternative to carbased journeys."  The Garden Village development requires the Economic Impact for Stratford upon Avon and South Warwickshire that could arise from the reopening of the closed railway route between Stratford upon Avon and Long Marston to be examined. The Impact Study would need to include through rail services with Oxford, Birmingham, Worcester, the north and South West, all of which would be facilitated by reopening. The issue is summarised in the briefing note on page 5 and diagram on page 6.  Unlocking Economic Growth & Transport Connectivity Briefing Note - RAIL  The need for an Economic Impact Assessment to determine the viability of reinstating the railway line between Stratford-upon- Avon and Honeybourne is gaining considerable local, regional and national support . There has been an infrastructure study produced but it does not consider the economic elements that are a pre-cursor for the confirmation and promotion of any railway scheme.    • The reinstatement of this line is a pertinent example of the importance of building new lines given the predicted growth and development of the region, in this case it also unlocks potential visitor growth.  • The former Long Marston Airfield site has been allocated for a new settlement and been granted Garden Village status by the government. The site is currently being developed with an initial build of 400 dwellings and proposed development to eventually provide 3,500 dwellings in 12 years. • Combined with the housing growth planned for Stratford-upon-Avon over the next 15 years, 9,000 new homes are due to be built in the area. These proposed developments will lead to a rise in population and, without alternative means of transport, an estimated increase of 10,000 vehicles. • A railway between Stratford and Long Marston could support the new housing development that is being promoted in the region, as well as promote modal shift away from the private car, alleviate Stratford’s already significant carinduced problems, and facilitate direct rail connectivity for home/employment with the main hubs of Birmingham (50 minutes) and London (105 minutes). • Nearby Worcestershire Parkway (opening 2019) could also enable direct rail connectivity with both the South West and South Wales from South Warwickshire and North Gloucestershire.    Some 6 miles of railway line along a rail route closed over forty years ago would be transformational. A new rail line would enable sustainable home/employment travel between a new Garden Village and hinterland with the planned growth of over 6,000 new homes. Birmingham would be only 50 minutes direct by rail and London some 90 minutes. Consequently, the railway would reduce vehicular traffic and emissions, both of which are increasingly essential factors environmentally. A new line could also provide a significant uplift in visitors by rail for the key UK visitor destination of Stratford upon Avon estimated to be worth up to an extra £17m a year to the local economy.  A reopened line would also provide for a West Midlands/South Midlands bi-directional orbital service linking Birmingham, Worcester, the South West and South Wales, Evesham and Stratford upon Avon creating a parallel infrastructure to the planned development by Midlands Connect of the A46 corridor.  The effects on an existing town and district such as Evesham, that has no direct train service with Birmingham, would be profound as a direct service taking around just 60 minutes would unlock existing and planned housing in and around Evesham (Wychavon) to a market for those wishing to work in the city but live in the Vale of Evesham. Positive effects on both the local economy and house prices would be realised.    Specifically, concerning Policy WRS5: Transformational Change:    We support the projects as listed in the Strategy. The need to double the railway line between Leamington Spa and Coventry is overwhelming, and this should include significant improvement to operational flexibility at Leamington Spa which would enable better use of all four platforms for passenger services.    We also would like to see the NUCKLE concept extended to serve Stratford upon Avon, providing a more frequent service between Leamington Spa, Warwick, Warwick Parkway, Hatton, Claverdon, Bearley, Wilmcote, Stratford upon Avon Parkway and Stratford upon Avon. Extending the NUCKLE service would greatly assist in improving connectivity between Stratford upon Avon and Birmingham International Airport, requiring only one change at Coventry. We also believe that the redoubling of the railway between Bearley Junction and Hatton North Junction should also be examined and evaluated.    Specifically, concerning Policy WRS8: Community Rail Partnership: We were pleased along with Solihull & Leamington Spa Rail Users Association to have initiated the formation of the Heart of England Community Rail Partnership in 2018. We welcome the establishment of the CRP and look forward to the CRP playing a significant part in bringing communities together and developing opportunities and benefits that attract funding.    Identified Improvements We support all of the identified improvements listed. We note that the service frequency improvements between Stratford upon Avon, Henley in Arden, Wythall and Birmingham has no supporting information or date period categorisation. We suggest that as no significant rail infrastructure works are required, the service frequency improvements should be a short term goal 2019 - 2026 in line with WMRE's aspirations |
| Southam Town Council  Tanworth Residents Association | I can confirm that Southam town Council have considered the above-mentioned consultation and respond as follows:    i)That improvements need to be made to the bus services, for instance getting a bus from Southam to Leamington train station involves a change of bus in the town centre, this does not encourage people to use the service.  ii)Due to the on-going development in and around the Southam area a new station would be beneficial somewhere between Leamington and Rugby  iii)The consultation has not considered ‘Very Light Rail’  Tanworth Residents Associaon is wring to make addional representaons in connecon with your Rail Strategy Consultaon - speciﬁcally regarding the railway line from Snow Hill to Straord upon Avon via Shirley.    We note that it is proposed that only Henley in Arden should merit any development.    Our concern is that this WCC consultaon seems to be seeing railway services in isolaon. Our parish, which includes Wood End and Earlswood Lakes, has a few bus services to Redditch and Solihull - neither of which is in the County. These are few and far between.    Historically, any WCC bus subsidy has inexplicably been spent on an expressbus service from Straord to Birmingham which duplicated the rail journey and came no where near many local communies. Holders of free bus passes in our parish have few opportunies to use them within the County and certainly not to get to Straord or Warwick without a long walk to the A34(00). We understand change is in hand and we would hope for the adopon of what used to be called an Integrated Transport System.    Our plea is that the 'hub' idea you are talking about for Henley should be widened to include a number of other key staons along the Snow Hill Line via Shirley - including one of ours. As well as improved parking there should be connecng local bus services at crucila mes of the day. Any bus subsidy should be spent on small 'clover leaf' services that connect with the rail metable and any through bus services. This would hopefully improve the proﬁtability of the railway services and encourage more residents of the County to use public transport.    We recognise that this is a complex issue with considerable cost implicaons, but we would urge WCC that at least a study, if not a pilot scheme, should be undertaken to establish if it is a viable proposion. |
| Stratford Rail Transport Group | 1. SRTG welcome and support the reference to the Quinton Rail Technology Centre at Long Marston and the recognition that it “*is an increasingly important storage, research and development facility for the rail industry”.* 2. SRTG has already given its support for the formal designation of the Quinton Rail Technology Centre within the draft Stratford Site Allocations Plan. The site is identified in the Stratford on Avon District Council, ‘Site Allocations Plan Further Focused Consultation’ – February 2019, Quinton Rail Technology Centre site at the former Long Marston Depot site near Long Marston, to be specifically identified. This was formally endorsed by Stratford District Council Cabinet, 15 July 2019.   **Station Enhancements**  **Honeybourne station parking** - p41  **Response**:   1. It is recognised that existing parking facilities at Honeybourne Station are inadequate and that additional capacity is required. It is noted that WaCC will work with the Train Operator and Worcestershire County Council in support of increased car parking capacity at Honeybourne station, reference being made to proposals nearby for major housing development at Meon Vale and Long Marston. However, any such provision should be, seen as a short term measure, and proportionate, until reinstatement of the Stratford-Honeybourne rail link can be progressed. The road between Long Marston and Honeybourne, is an unclassified road, single width in parts, double bends, two low railway bridges and narrow winding sections through Pebworth Conservation Area, an area of special architectural or historic interest. Reference to the aerial photograph of Pebworth, link below, demonstrates the inadequacy of existing roads to serve a committed population of 23,000 people in the wider Long Marston area. Yet, it is parallel to the existing railway line between Long Marston and Honeybourne, which could be extended to Stratford, and would help to remove traffic from this wholly unsuitable road. The concerns on the adequacy of these roads for this traffic are reflected below, para 15, in the joint letter from WaCC, WoCC and GCC to Stratford DC, 17 March 2019.   <https://www.wychavon.gov.uk/documents/10586/157693/wdc-planning-her-pebworth-complete.pdf>  **Service Improvements -** p41 Stratford - London  **Response**:   1. The County Council’s aims to secure improvements to direct services operating between Stratford -upon -Avon and London are supported and its comments that the existing direct service provision between Stratford - London is poor, correct. However, it should be recognised that the challenge for Stratford’s poor rail services is from latent demand from being located at the stub end of a truncated branch line, thereby being denied the quality and connectivity of rail services befitting an international tourist destination that would follow from it being on a through route. 2. The Stratford Rail Study, Arup, 2012, highlighted that rail accounts for just 6% of visits to Stratford, compared to an average for the UK of 13%, i.e. the latent demand for which confirms there is scope to increase this by 100% if Stratford were on a through route by restoration of the southbound rail link.   **Service Improvements -** p41 Stratford-Birmingham  **Response**:   1. Support is given for improvements in the service frequency between Stratford-upon Avon and Birmingham, the business case for which would be enhanced if semi-fast services were provided from the south, serving the committed 23,000 population of the wider Long Marston hinterland. 2. The Strategy fails to make reference to the DfT franchise commitment to increase the Stratford-Birmingham service via Solihull. The DfT specification for the West Midlands Rail Franchise, August 2016, already has commitments to introduce additional peak and Sunday services rail services from Stratford-Birmingham via Solihull, from December 2021. (West Midlands Rail Franchise Stakeholder Briefing Document and Consultation Response, August 2016).   **Service Improvements -** p42 The North Cotswold Line/Stratford-Honeybourne  **Response**:   1. Full support is given to the reinstatement of the 6 mile missing link between the existing Long Marston railhead and Stratford-upon-Avon. This was incorporated in the North Cotswold Line Vision, GWR, February 2016, to secure additional double track and essential for Stratford-Oxford/Worcester services. Work on this is now incorporated in the North Cotswold Line Taskforce, which SRTG support. The County Council’s intentions to work with partners on the economic case for reinstating the Stratford to Honeybourne railway line, post Cotswold Line doubling, is supported. 2. Stratford-Honeybourne-Oxford/Worcester reinstatement should be supported in the WaCC Rail Strategy for the following reasons:- 3. Stratford-upon-Avon as a tourist destination has suppressed rail growth, through its location at the stub end of a branch line approached from the north only and is less than comparable centres. 4. Stratford lies on an international tourist corridor to London, via the Cotswolds, Oxford, Reading (Heathrow/Gatwick), Slough (Windsor Castle), London Paddington (Heathrow Express, 4 tube lines, Elizabeth Line). The route is complete other than the 6 mile missing link to Long Marston. The Chiltern, Marylebone route, does not serve these markets and Marylebone only has one tube line. 5. Stratford-upon-Avon lies within the Birmingham Housing Market Area within which, the Network Rail, West Midlands & Chiltern Route Study, August 2017, confirms that 38% of all peak journeys into Birmingham City Centre are made by rail. This is predicted to grow by 49% from 2013 to 2023 and 114% by 2043. 6. Improved journey times to Birmingham, will only be provided if a through inter-regional service is provided. The Birmingham rail service stops at between 13-16 stations and takes nearly an hour, while the Chiltern, Stratford-London service can take over 2 ½ hrs. Stratford residents are therefore forced to drive to Warwick Parkway or Leamington, 10 miles away or Moreton in Marsh 16 miles away, for fast, Inter-City quality services to Birmingham (20 minutes), London (85 minutes), Oxford, or other parts of the country. This would change if Stratford was on a through line. 7. The Long Marston Garden Village, Expression of Interest, July 2016 and the Government’s subsequent confirmation in January 2017 of Long Marston Airfield as a Garden Village, makes no less than 11 separate references to the benefits of restoration of the Stratford-Honeybourne railway, including seeking funding to commission a GRIP 4 rail industry business study and a £17m rail contribution. The EoI was signed by Warwickshire County Council and Stratford on Avon District Council. 8. The joint letter of 17 March 2019, from Warwickshire, Worcestershire and Gloucestershire County Council’s to Stratford-on-Avon District Council on the Long Marston Garden Village application, already confirms *“that no assessment has taken place on the potential impact of additional traffic on the routes to Honeybourne Station, which would require traffic to travel through Pebworth and Broad Marston.”* It also identifies concerns *“about the capacity of the highway networks to accommodate additional levels of traffic in the settlements of Long Marston, Welford-on-Avon, Bidford-on-Avon and Studley.”* 9. The Shakespeare Line Promotion Group, Stratford upon Avon Town Centre Business Online Survey Rail User Online Survey, February/March 2018, found that nearly all businesses that responded (94.5%) support the return of direct Stratford upon Avon - London Paddington rail services, while over 93% of town centre businesses, support commissioning an Economic Impact Survey (EIS) on reopening the railway between Stratford upon Avon and Honeybourne. 10. The reinstatement of the southbound rail link to Oxford, Reading, London and Worcester via the Cotswold Line, is supported in the Oxfordshire (Rail Strategy 2015) , Gloucestershire (Policy LTP PD5.2, 2017) and Worcestershire Local Transport Plans, 2017. 11. The Stratford Core Strategy Inspector’s final report, June 2016, considered that the southbound rail link would *“provide a long-term solution to the town’s traffic congestion.”* (248 -257). 12. The Stratford DC Citizens Panel results November 2016, confirmed Stratford-London rail services had a score of 2.61 and Stratford - Cotswold Line link, 2.02, with any result above 2.0 being a priority. In reality both schemes are interlinked for improved London services. 13. The Stratford Core Strategy Examination, Statement of Common Ground, between Warwickshire County Council and Cala Homes, developer of Long Marston Airfield, (HD.34, January 2015), confirmed the County Council recognition of the potential for reopening the Stratford-Honeybourne-Worcester/Oxford railway, which would potentially increase the modal shift and sustainability of the LMA site. 14. The adopted Stratford Core Strategy 2016, which safeguards the route for reinstatement in Policy CS.26 (D), while Proposal LMA Long Marston Airfield includes references to:-   *“ - Frequent public transport services to Stratford-upon- Avon, including the railway station,*  *and Honeybourne Station, potentially using the route of the former railway line between*  *Stratford and Honeybourne.*  *- Land safeguarded for the possible provision of a railway station adjacent to the former*  *Stratford to Honeybourne line.”*   1. The Stratford-upon-Avon Area Transport Strategy, April 2018, consultation, Feb/March   2017, produced 213 responses supporting Stratford-upon-Avon to Honeybourne railway  Reinstatement including further feasibility work out to establish the viability of the line. The  Strategy has a key objective, *“to reduce high car dependency.”*  Rail is the only sustainable  alternative to achieve modal shift from the car, with bus services in national decline at 2%  pa and subject to the same delays as road traffic.   1. The WMRE, ‘A 30-year Rail Investment Strategy 2018-2047’, December 2018, identifies the *Development of new rail corridors - e.g; A46 Expressway South West-Worcestershire-Warwickshire-Coventry-Leicester, working with our partners to consider the potential for expansion of both existing and closed rail routes”*. i.e. the rail corridor through Stratford.   24. Warwickshire County Council’s Cabinet declared a climate change emergency on 25 July  2019. Reinstatement of this 6 mile missing rail link conforms with a low carbon transport  strategy and is the only transport mode that can serve the committed Stratford  population of 36,000 people and the Long Marston hinterland of 23,000. The Stratford  Worcester/Oxford rail corridors have the following committed populations, as of 2018:-   |  | | --- | | **Stratford-Evesham-Worcester rail corridor Total pop = 216,940** | | **Stratford-Moreton-Oxford rail corridor Total pop = 307,457** | | **Worcester-Evesham-Moreton-Oxford rail corridor Total pop = 410,623** |  1. The Coventry and Warwickshire Local Enterprise Partnership, Strategic Economic Plan, August 2016, contains the objective:- *“Work on a number of heavy rail initiatives, including the next phase of improvements in the North-South Corridor…These, together with enhancements to rail connectivity from Stratford-upon-Avon, will play an important role in providing residents with access to employment and training opportunities.”* |
| University of Warwick | With regard to the consultation on the draft Warwickshire Rail Strategy 2019-2034 the University of Warwick has opted to provide our consultation response in writing and the following provides our formal response.    The University appreciates the benefits and fully supports the overall aim of the strategy to improve wider connectivity, contribute to employment opportunities and maximise the benefit of economic growth in Warwickshire. Evidently this also includes the potential to support Higher Education Institutions to play their role in providing positive impacts locally, regionally and nationally.    Through the identified improvements the strategy acknowledges the opportunities of the North-South Rail Corridor and as part of this the University fully supports the proposed new Warwick University Station and the proposed improvement to services along this corridor. The University also wishes to take this opportunity to acknowledge the work undertaken to date by Warwickshire County Council to develop the concept of the station and the level of engagement with the University as a key stakeholder.    It is evident the proposal to establish a new Warwick University Station located between Kenilworth and Coventry both serving the local community and the University in addition to potential parkway users will clearly succeed in meeting a number of the objectives set within the strategy as summarised below:    **1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses;**  The proposed station is a key element of the future transport context enabling the sustainable development and growth of the University, including its partners. The  resultant regional economic impact of the University could increase from  £1bn in 2016/17 to potentially £1.7bn by 2030. . This impact would be further supplemented by other employment activities which could utilise the station both locally and more widely if developed as a parkway.    The social benefits for the local community will be strongly felt through the improved sustainable connectivity to key employment/social destinations and the resultant reduction in vehicle use on local roads.  Accessibility to the University campus to experience facilities such as the new Sports Hub and renewed Warwick Arts Centre will also be dramatically improved providing further wider social benefits.    The benefits of the modal shift from less sustainable forms of transport through improved access to the rail network will have significant environmental benefits through carbon reduction, improved air quality as well as the reduced impact of congestion on local communities.    The proposed station would also open up direct access to the University to Warwickshire residents from the north of the county, where in the past this has not been possible. This could bring a significant long-term boost to the part of Warwickshire which historically has experienced the highest levels of poverty and deprivation in the county, with the lowest level of educational attainment, highest levels of unemployment and working age economic inactivity, and relatively fewer job opportunities.    **2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes;**    As part of the University’s recent development of a vision for the campus, future mobility and sustainable transport options have been a key area of focus, as it impacts  significantly on enabling sustainable growth and managing our impact on local communities. The opportunity of a station to support commuting of both staff and students has been preliminary estimated indicating very positive demand which will mainly be from corridor stations in both north and south Warwickshire. With 2 trains per hour (tph) an assumption of users generated from the University staff and students could be in the region of 90,000 doubling if 4 tph were provided. With the addition of University visitors, the wider community and future housing developments the demand could be much greater.    With the University’s national and international status many journeys to and from the University will be intercity including users such as partner academics/researchers, conference delegates, apprentices, visitors etc. The nature of the services both in terms of regularity and to wider destinations will key be to unlocking the full potential of the station.    **3. Maximise opportunities for travel demands of new developments to be met by rail;**  The University has consistently grown its education and research including significant partnerships with industry  over a number of years and its future strategy to 2030 sets plans to continue with this successful growth. As well as the University developing, other residential and commercial developments are already underway with further schemes planned for the future.   The proposed railway station has the opportunity to serve a significant amount of the University, local communities and other developments planned within the region catering for  current and future travel demands providing a viable sustainable alternative to road travel    A station located in this area combined with other strategic road infrastructure has the potential to be a catalyst for future development.    As described within the rail strategy and further supported above a University of Warwick station has considerable potential to provide important local benefits but also greatly enhance inter regional/city connectivity creating new corridors of opportunity and collaboration.    The positives appear too good to have to wait for, and the delivery timescale of 2026-2033 means the positive benefits in meeting the strategy objectives will not be met for some time. A more ambitious timetable will allow the many benefits to be realised sooner, responding to the imperative modal shift towards lower carbon travel and reduced congestion supporting earlier growth.    The University would support investigation with applicable stakeholders to accelerate the timescale proposed through removing dependencies on HS2, the rail network and other infrastructure schemes proposed in this time period. To enable the University growth and other planned developments in the region to be supported a new station needs to be available earlier, preferably before 2026.   Extensive service frequency improvements, including double tracking and intercity stopping opportunities may be dependent on other strategy delivery but the station delivery should be the initial phase enabling it to be established prior to 2026.    It is very positive to have a relevant rail strategy for Warwickshire but it is also important to recognise the opportunities of an integrated approach to transport strategy and the network. Presumably this has been already undertaken but the University would be very keen to collaborate with other stakeholders in the region to achieve a transport network that not only assists the University growth but also regionally through improved connectivity and integration. For example aligning bus services, innovative transport solutions eg Very light rail (VLR), cycle routes and the road/strategic network with an overall aim to reduce single occupancy car trips.    We appreciate the opportunity to provide comment on the draft strategy and are very willing to engage in further dialogue to assist in justifying and supporting the aims and proposed improvements to realise the benefits to our local community and the wider region as described. |
| Guide Dogs Association | The Guide Dogs for the Blind Association welcomes the opportunity to respond to this consultation, and would be pleased to meet with Warwickshire County Council and the railway operators providing services within the County to discuss how the Warwickshire Rail Strategy 2019 – 2034 can best meet the needs of people experiencing sight loss. Our recent survey revealed that one in five people with sight loss have missed or avoided a rail journey due to access issues, and Warwickshire can lead the way in improving the mobility, independence and wellbeing of people with sight loss through changes to its railway system.    Guide Dogs provides mobility services to increase the independence of people with sight loss. Alongside our direct services we promote best practice and campaign for the elimination of barriers to independent mobility. To be able to access rail travel, guide dog owners and other people with vision impairments may need specific assistance at various stages including with journey planning, ticketing, navigating to and around the station, managing connections on journeys that require a change of trains and of course, boarding and leaving the train.    Over two million people in the UK are living with sight loss that has a significant impact on their daily lives. Warwickshire Vision currently supports over 3,000 people registered as having some form of visual disability, but the total number of people living with sight loss in the county is likely to be much higher than that.    This consultation response focuses on the main issues of concern to blind and partially sighted people regarding station access and rail transport in Warwickshire and seeks to ensure that the 2019 - 2034 Railway Strategy meets the travel needs of people with visual impairments and maximises their opportunities to undertake journeys by rail within Warwickshire (and beyond).    Opportunities and constraints    This strategy provides a much-needed opportunity to upgrade station facilities, ensuring Warwickshire’s railway stations, as well as the railway companies operating within the county, adhere to the 2010 Equality Act.    The potential for refranchising (outlined in the draft Railway Strategy document) provides a significant opportunity to secure improvements for Warwickshire and we encourage discussions with shortlisted bidders to reflect aspirations to improve accessibility of Warwickshire’s railway services for people living with sight loss. Further, in influencing the service specification issued to the market by the Department for Transport, Warwickshire County Council should include asks surrounding access needs. Guide Dogs would be happy to provide support with devising these asks, if required.    Further, proposals to improve the facilities of existing stations (Policy WRS6) and open new stations (Policy WRS3) provide an opportunity for best practice to be developed within Warwickshire in terms of creating built environments that are accessible to those experiencing sight loss. Additionally, plans to improve ticketing options (Policy WRS11) also provide an opportunity to help improve the journey experience for people living with sight loss. We encourage Warwickshire County Council to use their 2019 - 2034 strategy as an opportunity to introduce a minimum set of criteria for the accessibility features at stations, reflecting the issues and solutions outlined below. The constraints people with sight loss face include, but are not limited to:    Accessing stations and integrated transportation • In order for train travel to even be considered a viable option, blind and partially sighted people need safe access to railway station entrances. Cars inappropriately parked, cycle stands  which present a tripping hazard and a lack of crossings all hamper people’s ability to access stations safely and this should be considered when designing new stations and improving existing stations. • Further, the Rail Strategy must feed into a broader, integrated transport plan to ensure that people with visual impairments have maximised mobility across the region, reflecting the fact that many journeys are multi staged. Siloed structures in the coach, bus and rail industries make it harder for those living with sight loss to get to where they need to go. When regenerating existing stations or building new stations, Warwickshire County Council must consider how the railways integrate with other modes of transport; good modal interchanges are vitally important and there must be clear routes between modes. Things to consider include: - Are buses available to and from the train station? - Are any bus/ tram/coach interchanges in or near the railway station forecourt? - Is there a taxi rank outside in the station and is it in an accessible place? Accessing information and station design.    • People with vision impairment find it much harder to locate and read written information displayed at train stations. A combination of low tech and high-tech solutions can be used to improve way finding in railway stations, including use of guidance paving or tactile information surface. Guide Dogs have undertaken work to improve navigation at Reading Station as part of a pilot with Microsoft and learnings from this could be shared with Warwickshire County Council. • Consistency is paramount to aid with wayfinding and accessibility, this includes consistency in terms of station infrastructure, lighting and toning and corporate colours and all platforms should have tactile pavement. Regarding paving, creating inconsistencies for customers with a visual impairment is potentially more problematic than having no tactile paving at all. • All stations must have essential safety features like tactile platform edge markings, aural, tactile signs and braille maps. Further, furniture and freestanding devices should be positioned in a manner that they do not obstruct visually impaired people • Electric information boards must be clear for those with limited vision to see and information should be available in other formats –  including audio announcements. Real time, audio announcements are particularly important in unstaffed stations. • When refranchising, and as part of the smart ticketing strategy outlined in the draft Railway Strategy, Warwickshire County Council must consider whether the local operator’s app is accessible and screen reader compatible. The app should also provide information about connections with other modes of transport, and useful station information such as the number of steps to a platform and whether or not the station is staffed.    Purchasing and collecting tickets    • As aforementioned, booking tickets and assistance needs to be made easier for those who require assistive travel or need to book a seat with space for a guide dog. Presently, in many instances people are having to book their tickets and assistance in different transactions which can be a frustrating and complex process. Whilst we welcome plans to improve ticketing, it is paramount that a range of options are available to cater for different people’s needs. Many rail operators encourage the collection of pre- booked tickets from machines, the majority of which are based on the passenger using a touch screen which a significant number of vision impaired people are unable to use. Technology must be accessible and over the phone and in person services need to remain in place, irrespective of digital ticketing advancements.    Station assistance and train staffing    • Assistance is a requirement of the Equality Act 2010, and rail operators who fail to provide assistance and related accessible services risk a claim under the Act. Therefore, it is vital that the importance of assistance is reflected in the Railway Strategy. • In addition to there needing to be accessible booking systems for passenger assistance, there must also be support available for when assistance does not arrive – this could be in the form of an emergency telephone line. Ultimately, there must be failsafe measures in place to provide assistance for blind and partially sighted people, especially when travelling to unmanned stations. • Alongside the other improvements included in the strategy, we encourage Warwickshire County Council to ensure that all station assistance staff working within the county are equipped to provide visual impairment sensitive support. High quality assistance  training will help maximise the impact of other station enhancements and enable those with sight loss to feel comfortable travelling by train across Warwickshire. Quality of staff training should be included in the service specification that is put to market, and comprehensive access support training should be a prerequisite to a successful bid.    Train design    • Finding a member of staff on the train is a challenge that many people with visual impairments face, due to train design and the use of numbered carriages and coaches. As such, a work around to this needs to be considered. Further, as with station design, it is useful if the trains themselves are consistent in design, which is difficult when multiple franchises are operating within one county. We encourage Warwickshire County Council to consider consistency and accessibility of design if constructing or retrofitting rail vehicles when refranchising. Location, layout and design of accessible toilets is also important, and there should be appropriate space inside the toilet room for assistance animals. • Additionally, many guide dog users have raised with us the issue of ensuring that they get a seat with room for themselves and their dog. Many have faced issues whereby someone else is using the priority seating and have stated they would welcome the introduction of contingencies for if the priority seating is taken. This should be considered when producing the service specification issued to the market to run rail services in the county.    For more information about how Warwickshire’s Railway Strategy 2019 – 2034 can enhance the mobility and independence of people living with sight loss, please contact: |
| Stratford District Council | Thank you for the opportunity for Stratford-on-Avon District Council (SoADC) to comment on this important strategy related to the future of Stratford-on-Avon District. SoADC welcomes the strategy and is supportive of its intentions. SoADC particularly welcomes the explicit reference to The Quinton Rail Technology Centre, improvements to the Birmingham Snow Hill Lines (which run to Stratford-upon-Avon) and improvements to the North Cotswold Line.  However, whilst a welcome Strategy, SoADC queries its timing given SoADC’s commitment to undertake a review of its Core Strategy from summer 2020 and the commitment of the Coventry and Warwickshire local planning authorities to explore joint plan-making initiatives beyond 2031 via the Coventry, Warwickshire and Hinckley and Bosworth Joint Committee for Economic Growth and Prosperity, of which Warwickshire County Council is an active member. Infrastructure capacity issues are known to be major concerns of residents and businesses alike; hence the need for a joined-up approach. Publishing a rail strategy in advance of knowing where significant development will take place across Warwickshire within its timeframe will result in the strategy having a very short shelf-life. As with any strategy, there is also a small risk that it unwittingly hinders the development planning process and the delivery of necessary infrastructure if it were to directly conflict with the emerging outcomes.  Notwithstanding the above, SoADC considers that the Strategy could be strengthened and improved in the following ways:  Whilst the relationship to the Local Transport Plan is set out, SoADC considers that the context and purpose could be strengthened and clarified to more clearly articulate the relationship to other plans and strategies such as the West Midlands Rail Strategy. Links to other documents would provide useful signposts to the reader. The Strategy should clearly articulate a vision for rail services across Warwickshire by 2034, consistent with the West Midlands Single Network Vision and the West Midlands Rail Investment Strategy 2018-2047 (published December 2018), clearly demonstrating how the Warwickshire Rail Strategy helps deliver on the investment in rail across the region.  SoADC is supportive of the objectives although notes that there is no contextual analysis setting out how they have been derived. If the objectives flow from the Local Transport Plan or the West Midlands Rail Strategy, then again, it would be helpful if links could be provided to enable the reader to understand the relationship.  It would also be helpful if the vision and objectives sat at the heart of the Strategy from which the policies then follow; being the means of implementing the strategy and achieving its objectives.  *Figure 2*  The map needs to clarify the size of sites shown. The site size threshold may explain why adjacent sites in Wychavon District, on the boundary with Stratford-on-Avon District (SoAD) have been excluded, for example. Also, the map is slightly misleading as a number of sites in SoAD are mixed use and not solely housing or employment.  *Figure 3*  A major omission is the North Cotswolds Line which although not in Warwickshire, serves Warwickshire residents. This importance of this line is referenced in Table 1. The map itself is also misleading failing to show that the rail network continues beyond Birmingham, Leamington, Crewe, Burton-on-Trent, Leicester and Northampton, treating these stations as terminals akin to Stratford-upon-Avon.  *Table 2*  SoADC notes that Earlswood station has been omitted despite being shown on Figure 3.  *Table 3*  The Service Improvement Aspirations summarised in Table 3 should model services to/from Stratford-upon-Avon (i.e. Birmingham, Birmingham International (via Leamington), and London) given the fact that the town attracts £2.5m visitors per annum generating £206m for the Warwickshire economy; figures that could seemingly be further increased if improved rail services were provided.  *Policy WRS4*  SoADC considers that this policy would benefit from further clarity as to how it will be implemented. In particular, how is ‘good accessibility’ defined? It queries the relevance of bullet pointss (2) and (3) to this policy as they appear to relate more to Policy WRS3. SoADC also queries whether in fact this Policy is duplicated by Policy WRS7.  *Policy WRS5*  SoADC respectfully suggests that the potential for light rail or rapid transit schemes is referenced as such schemes have the potential to provide innovative and ‘green’ mass transit solutions. Their lower costs (compared to heavy rail), effectiveness, efficiencies and attractiveness (compared to bus-based systems) may have particular benefits and applications in rural areas such as Stratford-on-Avon District. Whilst specific schemes need to be developed, providing a ‘hook’ in the strategy would be a helpful starting point without necessarily committing to particular schemes.  It is also suggested that the potential for reopening of the former railway route south from Stratford-upon-Avon to Honeybourne is included within the Strategy. Whilst SoADC fully understands that the case for re-opening still needs to be made, the route has an extant policy basis being safeguarded in the adopted Stratford-on-Avon District Core Strategy. SoADC therefore considers that the Rail Strategy should, at the very least, acknowledge the existence of the route and set out the current policy position.  *Policy WRS6*  SoADC respectfully suggests that the minimum standards should be set out in the policy or the accompanying text.  *Policy WRS7*  SoADC wonders whether this policy is, in effect, a duplication of Policy WRS4 or can be combined?  *Policy WRS8*  SoADC is also a member of the Heart of England Community Rail Partnership. It is considered that it would be helpful to provide further information on what Community Rail Partnerships are and their benefits, including links to relevant information in the accompanying text to this Policy.  SoADC welcomes and fully supports the identification of improvements to the Snow Hill Lines in Part D of Section 4 of the Strategy.  Regarding the Henley-in-Arden station development SoADC respectfully queries whether the building is derelict or just vacant.  SoADC welcomes and fully supports the identification of improvements to Honeybourne station and the North Cotswold Line but queries the inclusion of these references to within this section as this is a different rail route not serving Birmingham Snow Hill. SoADC respectfully considers that the North Cotswold Line should be explicitly identified in its own right.  In respect of Part B North-South Rail Services (Nuneaton-Coventry-Kenilworth-Leamington, abbreviated as NUCKLE), SoADC is supportive of extending the service to Stratford-upon-Avon (to form NUCKLES) and would welcome an amendment to the Strategy in this respect. Such an approach would tie in to the reference to the wider north-south corridor on page 45 (and the passing reference in Figure 6). Doing so would give a greatly enhanced rail service through the core of Warwickshire, connecting for the first time in decades, the north and south of the county. It would also, via a single change at Coventry, enable a convenient journey between Stratford-upon-Avon and Birmingham International, providing for the first time an attractive and efficient rail air and option for the 193k international visitors to Stratford-upon-Avon.  SoADC wonders whether the base mapping used throughout the strategy (e.g. Figure 6) could be improved as is not particularly geographically accurate in respect of the location of Leamington Spa relative to Stratford-upon-Avon. This has the unfortunate effect of giving the impression of a convoluted route between Stratford-upon-Avon and Nuneaton, whereas in reality, the route is relatively direct. |
| Warwick District Council | 1  Consultation on draft Warwickshire Rail Strategy 2019-2034  Overview  Rail services in Warwickshire make a significant contribution to the local economy, business and local communities, helping to make Warwickshire an attractive place in which to live and work. The County Council has an excellent track record in delivering rail infrastructure and helping to improve services.  Warwickshire intends to continue this support and investment in the local rail network to help improve wider connectivity, contribute to the delivery of housing and employment opportunities and maximise the benefit of economic growth in Warwickshire over the next fifteen years and beyond. This draft strategy sets out Warwickshire County Council’s ambitious and challenging plans to improve the rail offer in Warwickshire and will form part of the County’s fourth Local Transport Plan (LTP4). The draft rail strategy has been developed to maximise the economic, social and environmental benefits of the rail network to Warwickshire’s residents and businesses. Four key overarching objectives have been identified to support the delivery of Warwickshire’s Rail Strategy and policies have been developed to support the delivery of these objectives: 1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses; 2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes; 3. Maximise opportunities for travel demands of new developments to be met by rail; 4. Support opportunities to transfer freight from road to rail. Anyone who is interested in local transport and the local rail offer can comment on the draft strategy. Responses are invited from a range of partners, stakeholders and people who live or work in Warwickshire. More information is provided in the Public Information Document. This, together with the draft strategy and other supporting documents can be downloaded from the webpage https://ask.warwickshire.gov.uk. Alternatively, if you require paper copies of any of these documents please email tpu@warwickshire.gov.uk. How to respond Please complete this paper questionnaire and return your written response to Transport Planning at Warwickshire County Council using the Freepost address at the end of this questionnaire.  2  What happens next? The consultation will help inform and shape the final Warwickshire Rail Strategy and if approved by Warwickshire County Council’s Cabinet, will replace the existing rail strategy from early 2020.  Give Us Your Views Introduction Thank you for taking the time to respond to this consultation. We want to assure you that your responses are completely anonymous.  Privacy Notice  Please tick here to show you have read and understand the Privacy Notice (attached)  ⃝ I have read the Privacy Notice and consent to you collecting my responses  Background Information  1. Please select the area where you live, or work if you are responding on behalf of an organisation (required)  ⃝ North Warwickshire Borough  ⃝ Nuneaton and Bedworth Borough  ⃝ Rugby Borough  ⃝ Stratford on Avon District  ⃝ Warwick District  ⃝ Work Countywide (Warwickshire)  ⃝ Other, please specify below:  2. Are you responding to this consultation on behalf of an organisation or as an individual? (required)  ⃝ Individual  ⃝ Organisation  3  The Warwickshire context  The draft strategy provides an overview of the Warwickshire context and opportunities and constraints.  3. Do you agree or disagree with this overview of the Warwickshire context?  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  4. Are there any additional constraints or opportunities we should consider?  Strategy objectives  The draft strategy identifies the following objectives:  1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses 2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes 3. Maximise opportunities for travel demands of new developments to be met by rail 4. Support opportunities to transfer freight from road to rail  In considering the potential for a future rail station serving the University of Warwick, there should be regard to requisite upgrades to Leamington Spa as a major commuter town for students and workers at the University Campus to provide capacity to deal with additional rail users.  Enhanced facilities at Kenilworth Station including parking should also be considered where projected patronage through its strategic growth can justify it.  Cosmetic works to Warwick Station and its route to the Town Centre would improve its appeal being out of centre.  4  5. Do you agree or disagree with these key objectives?  Strongly agree  Disagree  Neither agree nor disagree  Agree  Strongly Agree  Not sure / I don’t know  Maximise economic, social and environmental benefits of the rail network  ⃝  ⃝  ⃝  ⃝  ⃝  ⃝  Maximise opportunities for journeys by rail within Warwickshire and beyond  ⃝  ⃝  ⃝  ⃝  ⃝  ⃝  Maximise opportunities to meet travel demands of new developments by rail  ⃝  ⃝  ⃝  ⃝  ⃝  ⃝  Support opportunities to transfer freight from road to rail  ⃝  ⃝  ⃝  ⃝  ⃝  ⃝  6. Are there additional objectives that you would like to see included in the strategy?  Objectives around climate change and the opportunities that improved rail infrastructure and services provide to address this.  5  Information on policies  The draft strategy outlines a range of policies relating to these objectives. These are listed below, along with how each policy relates to the objectives.  Please read this before continuing to the next page to answer questions on policies.  Policy  Objective 1: Maximise the economic, social and environmental benefits of the rail network  Objective 2: Maximise opportunities for rail journeys in Warwickshire and beyond  Objective 3: Maximise opportunities to meet travel demands of developments by rail  Objective 4: Support opportunities to transfer freight from road to rail  WRS1: Partnership  X  X  X  X  WRS2: Existing levels of service and stations  X  X  X  WRS3: New rail services and stations  X  X  X  WRS4: New developments and connectivity to rail services  X  X  X  WRS5: Transformational change  X  X  X  WRS6: Station facilities  X  X  WRS7: Station Access and Car Park Capacity  X  X  X  WRS8: Community Rail Partnership  X  X  WRS9: High Speed 2 (HS2)  X  X  X  WRS10: Freight  X  WRS11: Rail Fares and Ticketing  X  6  Questions on policies  7. To what extent do you support each policy as included in the draft strategy?  Policy WRS1 – Partnership  The County Council will seek to engage and work with key partners to deliver improved rail services and facilities in Warwickshire.  Delivery of Warwickshire’s rail aspirations will require the support of the wider rail industry, including Network Rail, TOCs and DfT, along with key organisations such as Midlands Connect. Warwickshire will continue to engage with a wide range of partners to influence rail investment and service plans  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WSR2 – Existing levels of services and stations  The County Council will seek to retain the existing levels of passenger services and stations.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WRS3 – New rail services and stations  The County Council will develop proposals for new rail services and stations and work with partners to secure their delivery.  Proposals for new stations and/or rail services will be developed to offer new and/or improved connectivity opportunities and increase the accessibility of the rail network to existing and potential passengers. Where appropriate, the County Council will also seek improvements to existing rail services, including more frequent services, where appropriate.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  7  Policy WRS4 – New Developments and Connectivity to Rail Services  The County Council will seek to ensure that new developments have good accessibility to the rail network.  The County Council will seek to secure good accessibility and connectivity to the network by:  1. Encouraging measures that enable good accessibility to rail services and where appropriate, secure funding from developers towards the cost of such measures;  2. Taking into account the location of new housing and employment developments and associated highway when planning new stations (Policy WRS3);  3. Taking into account potential demand from new development when planning new rail services  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WRS5 – Transformational Change  The County Council will support the partners, where appropriate, to deliver ambitious infrastructure programmes to enable a step change in the rail offer for Warwickshire.  Warwickshire (along with other local authorities in the sub-region and WMRE area) is working with Midlands Connect on studies to facilitate a step change in the rail offer in the sub-region. The projects are at an early stage of development but indications are that a significant level of investment will be required to deliver the necessary infrastructure works. The following projects have the potential to facilitate a transformational change in the rail offer for Warwickshire:   Leamington to Coventry capacity upgrade (redoubling) – to facilitate improved access to Birmingham airport and the HS2 interchange, delivered by the diversion of the second Cross Country service via Coventry;   Coventry to Leicester/Nottingham capacity upgrade – to provide a direct connection between these cities and the potential for improved service frequencies between Nuneaton and Leicester;   Birmingham to Leicester capacity upgrade – to facilitate new stations along the Water Orton line, including a station to the west of Nuneaton at Galley Common/Stockingford;   Midlands Rail Hub, with the delivery of up to 12 additional rail paths into Birmingham.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  8  Policy WRS6 – Station Facilities  The County Council will seek to ensure that facilities at stations are of an acceptable minimum standard and seek the opportunity to secure improvements to station facilities where appropriate.  The County Council will work with other organisations to deliver a range of improvements for rail services and stations in Warwickshire. Of key importance is the WMRE ambition to deliver a Single Network Vision and the West Midlands Station Alliance.  The Single Network Vision sets out the ambition to provide excellence in customer service and experience across all train services and operators across the West Midlands, regardless of operator.  The West Midlands Station Alliance is an innovative partnership with Network Rail and the wider rail industry to transform the quality of existing stations and deliver new ones.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WRS7 – Sustainable Station Access and Car Park Capacity  The County Council will seek to ensure that stations are accessible by a variety of modes, including walking and cycling and to secure improvements where possible. Where station car parking is at capacity, opportunities will be sought to improve car parking availability.  It is recognised that access by a variety of modes, including the private car, are important to enable access to the rail network. The County Council will encourage people to choose sustainable travel options where possible and will continue to seek opportunities to improve facilities and infrastructure that encourages sustainable mode choice.  The County Council recognises that, in some instances, the private car is important to enable people to access stations. Providing good access and car parking facilities at appropriate stations enables people to transfer from road to rail, thus reducing overall car use.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  9  Policy WRS8 – Community Rail Partnership  The County Council will support Community Rail initiatives in Warwickshire to help secure both improvements to stations and wider community and social benefits of the rail network to our communities.  Community Rail initiatives can deliver tangible benefits for rail passengers and the communities they serve. The County Council is at the forefront of Community Rail in the West Midlands area, and along with partners and key stakeholders, has recently established the ‘Heart of England’ Community Rail Partnership (CRP). The County Council is committed to supporting this CRP and enabling improvements to be realised. In addition the County Council will seek to maximise other opportunities presented by the rail industry to secure wider community benefits.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WRS9 – High Speed 2 (HS2)  The County Council will seek to maximise the benefits generated by the capacity released on the existing rail network as a result of HS2 Phases 1 and 2b to improve services and introduce new connectivity options.  The arrival of HS2 Phase 1 (London to West Midlands) in 2026 will have a significant impact on rail services in Warwickshire, not least due to the release of capacity on the West Coast Mainline. This presents a significant opportunity to influence and shape future service provision to enable passenger service and freight enhancements, new connectivity opportunities and new stations serving Warwickshire to be delivered, thereby maximising the economic benefits to Warwickshire afforded by the arrival of HS2.  For residents to the north of the County, the new HS2 interchange adjacent to Birmingham International station will provide access to fast and frequent services to London, with an anticipated journey time of around 50 minutes. The delivery of HS2 Phase 2B in 2033 will enable fast journey times from the West Midlands to the north of England, (e.g. Birmingham to Leeds in 46 minutes) providing significant connectivity opportunities and journey time savings to the north of England for Warwickshire residents. Ensuring good connectivity for Warwickshire residents and businesses to the stations served by HS2 will therefore be an important consideration. The County Council will work with relevant community groups to maximise opportunities to secure wider community benefits as a result of HS2.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  10  Policy WRS10 – Freight  The County Council will support rail freight development where appropriate and work with partners to maximise the benefits of HS2 released capacity for both freight and passenger rail services.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  Policy WRS11 – Rail Fares and Ticketing  The County Council will work with partners to review and develop new rail fare structures across the West Midlands Rail Executive area and support the roll out of smart ticketing opportunities.  The County Council will support initiatives to improve the ticketing offer for passengers, including smart ticketing and work undertaken at a local and national level to review rail fare structures. Where appropriate the County Council will seek to influence the Train Operating Companies to introduce fares that encourage greater rail use.  ⃝ Strongly oppose  ⃝ Somewhat oppose  ⃝ Neutral  ⃝ Somewhat support  ⃝ Strongly support  8. Are there other policies you think should be considered?  9. Do you have any comments to make about any of these policies?  A policy to address how the objectives will be evaluated post-completion to ensure that proposals deliver on the targets and aspirations of the rail strategy.  None  11  Future proposals A number of aspirational service and infrastructure improvements have been identified to help support demand in rail growth; provide improved connectivity and access to the rail network; and support wider economic growth during the plan period. The proposals include a combination of new stations, enhancements to existing stations, increased service frequencies and new service opportunities. The delivery of many of these aspirations is dependent on significant infrastructure improvements, the delivery of which will require substantial capital investment. Proposals are set on a corridor basis as follows: 1. Trent Valley and Wolverhampton-Coventry Corridors 2. North-South Rail Services (Nuneaton – Coventry – Leamington Spa (NUCKLE) and Coventry – Leicester/Nottingham Corridors) 3. Leicester - Birmingham and Birmingham - Tamworth/Derby Corridors 4. Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa) Anticipated delivery timescales are indicated in the draft strategy and relate to the following periods:  2019 – 2026: Short term strategy up to the delivery of HS2 Phase 1;  2027 – 2033: Medium term strategy up to the delivery of HS2 Phase 2b;  2034 and beyond: Long term strategy.  10. Do you agree or disagree with the infrastructure, service improvements and station enhancement proposals/aspirations set out for each rail corridor?  Trent Valley & Wolverhampton – Coventry Corridors  Key Objectives:  1. To improve service frequencies to existing destinations.  2. To explore opportunities for new service patterns on existing corridors to enable wider connectivity.  3. For Nuneaton and Rugby Stations to be transformed into ‘place destinations’.  4. To deliver new access points to the rail network to support growth and encourage trips to transfer from road to rail.  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  12  Are there any additional improvements you would like to see included on the Trent Valley and Wolverhampton-Coventry Corridors?  North-South Rail Services; Nuneaton – Coventry – Kenilworth – Leamington (NUCKLE) and Coventry – Leicester/Nottingham Corridors  Key Objectives:  1. To introduce cross Coventry services on the NUCKLE Corridor to cater for the high demand of trips between Leamington and Nuneaton  2. To explore the opportunities to expand services on the NUCKLE corridor to the East Midlands and the Thames Valley.  3. To deliver new access points to the rail network to support growth and encourage modal shift from road to rail.  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  Are there any additional improvements you would like to see included on the North-South Rail Services and Coventry-Leicester/Nottingham Corridors?  None  As previously mentioned, there should be regard for capacity to be created at Leamington for commuters to University of Warwick.  13  Leicester – Birmingham and Birmingham – Tamworth/Derby Corridors  Key Objectives:  1. To improve service frequencies to existing destinations  2. To explore opportunities for new service patterns to enable improved connectivity  3. To secure improved local services  4. To deliver new access points to the rail network to support growth and encourage trips to transfer from road to rail  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  Are there any additional improvements you would like to see included on the Leicester-Birmingham and Birmingham-Tamworth/Derby Corridors?  Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa)  Key Objectives:  1. To improve service frequencies to existing destinations  2. To secure improved local services  3. To secure improvements to passenger facilities at key stations  Please refer to the draft strategy for detailed information.  ⃝ Strongly disagree  ⃝ Disagree  ⃝ Neither agree nor disagree  ⃝ Agree  ⃝ Strongly agree  None  14  Are there any additional improvements you would like to see included on the Snow Hill lines corridor?  Transformational impact  The delivery of many of the aspirations set out in this strategy enhancement will have a transformative effect on a number of Warwickshire’s communities, positively impacting on the attractiveness of these places to live and work - providing new access points to the rail network; significantly improving the station offer and providing new service opportunities to enable communities to take advantage of better and faster connections to other key UK centres.  Rugby  Aspirations for Rugby include significant improvements to rail facilities with the addition of a new station – Rugby Parkway – and substantial enhancements at Rugby town station which currently does not meet passenger demand in terms of access and parking capacity and facility offer. Currently, service frequency and journey times from Rugby to key economic centres such as London and Milton Keynes do not match with the rising demand for travel by rail in the Rugby area. Key for Rugby going forward is to facilitate better integration into the Intercity network, including for northbound travel to key economic destinations and integration with East-West Rail at Bletchley/Milton Keynes.  Nuneaton  Warwickshire County Council and Nuneaton and Bedworth Borough Council (NBBC) are working together to deliver the transformation of Nuneaton town centre, by implementing mixed use regeneration to help boost economic growth. A key component of this will include improvements to transport infrastructure, including an aspiration to create a multi-modal interchange at Nuneaton station:  General improvements to Warwick Station to improve routes into and out of as well as the general condition of the station would be welcome.  15   A station that is better integrated with Nuneaton town centre, including public realm work to the station forecourt to help create a corridor of movement between the town centre and the station;   Delivery of a second pedestrian/cycle entrance to the north of the station (via Weddington Terrace), facilitating easier access for people living to the north of the station and helping to reduce the impact of traffic using the existing ring road to access the station.  Wider North-South Corridor  The north-south corridor between Leamington and Nuneaton is one of the main corridors for movement within Warwickshire. Improvements to rail connectivity along the corridor have been a long held ambition of Warwickshire county Council and a number of rail projects have been delivered over recent years to support it, including new stations at Bermuda Park, Coventry Arena and Kenilworth station.  An uplift in services is also proposed and will be delivered as part of West Midlands Trains franchise commitments. A second Nuneaton-Coventry service is planned to link with the new Coventry – Kenilworth – Leamington Spa train to provide a direct cross-Warwickshire service. Three trains per hour will run on the Coventry – Nuneaton rail line on Saturdays to cater for Ricoh Arena passengers (once the new Coventry bay platform is completed in 2019).  Future aspirations on the north-south corridor will focus on creating additional points of access to the rail network, particularly where these can be located within close proximity of the strategic highway network and offer the potential to provide wider benefit in terms of intercepting car based trips on-route to Coventry and other centres of major employment in the corridor.  In addition, WCC has a long held aspiration to facilitate the delivery of a strategic East Midlands to Thames Valley rail service. The anticipated infrastructure improvements required to deliver the wider regional ambitions (as part of the Midlands Connect programme of work) could facilitate an extension of services on the North-South corridor, linking up University towns/cities at Nottingham, Loughborough, Leicester, Coventry, Warwick University, Oxford and Reading.  16  11. Do you have any comments on the ‘Transformational Impacts’ aspect of the draft strategy?  Investment priorities and delivery Warwickshire has developed an excellent track record in the successful development, investment and delivery of rail infrastructure and services, WCC intends to build on this to further support and invest in the local rail network to help improve wider connectivity, contribute to the delivery of housing and employment opportunities and maximise the benefit of economic growth in Warwickshire. However, delivering improvements to the rail network can often prove complex and it is clear that major infrastructure projects such as increasing capacity between the Thames Valley and the Midlands will not be delivered at a local level and therefore the County Council will fully engage with a variety of partners and stakeholders in order to realise these ambitions. 1) Engagement with key industry partners, including Network Rail and the Department for Transport 2) WCC Development of Schemes the County Council will continue to develop programmes of work that will help deliver improvements to the rail network for our residents and businesses. This will include a range of work programmes, including the development of new stations, car park capacity improvements and station facility enhancements.  The proposals to provide an uplift in services is welcomed and will provide additional capacity to a desirable route. It is essential to ensure that this is well communicated to residents and Town Councils in order to maximise patronage and encourage rail as a strong alternative to private car.  An integrated approach needs to be made with other sustainable transport methods such as bus and bike to improve connectivity to rail stations, park and ride/park and stride particularly around commuter peak times.  Further information on the approach to delivering new a rail station for the University of Warwick would be welcome particularly on whether an incremental approach will be taken to provide initially a platform and then a station or whether dualling of the tracks would be the precursor to a future station.  17  3) Engagement with West Midlands Rail and Midlands Connect; Warwickshire County Council are key members of both organisations and it is vital that we continue to influence the work of both these organisations to secure positive outcomes for Warwickshire. 4) Re-Franchising opportunities. WCC will fully engage with the DfT and Train Operators as appropriate to secure improvements to rail services and station facilities via re franchising specifications. Of particular relevance include the franchises currently operated by the following Train Operators; Chiltern Railways, West Midlands Rail/London North Western, Cross Country, Great Western Railways and Virgin Trains. The County Council 5) Wider Stakeholders. The County Council will continue to engage with wider stakeholders, including other local authorities, LEPs and key groups to progress schemes. Of particular significance is the North Cotswold Line Task Force which aims to deliver the shared vision of the group.  12. Do you have any comments to make on investment priorities and delivery?  The approach is logical but should take into account associated infrastructure development that may be required to unlock the benefits of larger scale rail development placing priority on them through an infrastructure development plan, sustainable transport strategy (project specific) and/or car parking proposals.  This can feed into how developments in relevant areas provide comprehensive travel planning for future residents along with an evidence base to which developer contributions can be sought.  18  Further comments  Please use the space below to make any other comments on the draft strategy.  Equalities monitoring Warwickshire County Council collects equality data about staff, members and users. The purpose of collecting this information is to ensure that we can identify, tackle and prevent issues that would otherwise prevent engagement and ensure our processes and services are suitable for and reach as wide an audience as possible. Information submitted is anonymous and will not be stored with personal information that makes you identifiable. You do not have to give us this information but if you choose to it will help us to better understand the communities we serve. If you have any questions in relation to this data collection, please email equalities@warwickshire.gov.uk  1. How old are you?  ⃝ Under 18  ⃝ 18 - 29  ⃝ 30 - 44  ⃝ 45 - 59  ⃝ 60 - 74  ⃝ 75 +  ⃝ Prefer not to say  The potential for a future Warwick University Station particularly as a strategic multi modal solution is welcome but should be considered in the context of the environmental constraints around it, particularly being within a sensitive area of Green Belt between Coventry and Kenilworth.  Notwithstanding the above, this would provide a significant solution to address commuter congestion in the area although the route from the station to campus and how people move would be crucial to the station’s success.  19  2. Do you have a long standing illness or disability (physical or mental impairment that has a ‘substantial’ and ‘long-term’ negative effect on your ability to do normal daily activities)?  ⃝ Yes  ⃝ No  ⃝ Prefer not to say  3. What is your ethnic group?  ⃝ White British  ⃝ White Irish  ⃝ Gypsy or Traveller  ⃝ Other White background  ⃝ Black or Black British - African  ⃝ Black or Black British - Caribbean  ⃝ Other Black Background  ⃝ Asian or Asian British - Bangladeshi  ⃝ Asian or Asian British - Indian  ⃝ Asian or Asian British - Pakistani  ⃝ Chinese  ⃝ Other Asian Background  ⃝ Mixed - White and Asian  ⃝ Mixed - White and Black African  ⃝ Mixed - White and Black Caribbean  ⃝ Other Mixed Background  ⃝ Arab  ⃝ Other Ethnic Background  ⃝ Prefer not to say  4. What is your gender?  ⃝ Female  ⃝ Male  ⃝ Non-binary  ⃝ Prefer to self-describe  ⃝ Prefer not to say  20  5. Does your gender identity match your sex registered at birth?  ⃝ Yes  ⃝ No  ⃝ Prefer not to say  6. Do you have a religion or belief?  ⃝ No religion  ⃝ Buddhist  ⃝ Christian  ⃝ Hindu  ⃝ Jewish  ⃝ Muslim  ⃝ Sikh  ⃝ Spiritual  ⃝ Any other religion or belief  ⃝ Prefer not to say  7. What is your sexual orientation?  ⃝ Bi / bisexual  ⃝ Gay man  ⃝ Gay woman / lesbian  ⃝ Heterosexual / straight  ⃝ Other  ⃝ Prefer not to say  21  Thank you for completing this survey, please return using the Freepost address below. |
| Welford Parish Council | The Warwickshire context  The draft strategy provides an overview of the Warwickshire context and opportunities and constraints.  3. Do you agree or disagree with this overview of the Warwickshire context?  AGREE  4. Are there any additional constraints or opportunities we should consider?  *In rural areas such as South Warwickshire, where unprecedented housing development is taking place, the rail strategy must be part of an integrated rural transport strategy. The council should therefore identify opportunities to create and promote a comprehensive sustainable transport infrastructure. This would include a rural transport strategy which links rail policies to other forms of sustainable public transport such as buses and cycling networks and facilities.*  Strategy objectives  The draft strategy identifies the following objectives:   1. Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses 2. Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes 3. Maximise opportunities for travel demands of new developments to be met by rail 4. Support opportunities to transfer freight from road to railTop of Form   Do you agree or disagree with these key objectives? AGREE  Are there additional objectives that you would like to see included in the strategy?  Yes: Support and Develop an Integrated Sustainable Transport Strategy for both urban and rural areas.  *In view of large housing developments in rural areas, and associated traffic, is important that any rail strategy to 2034 takes into consideration climate change targets and strives to adequately connect communities through an ambitious network of different transport systems, sustained by an improved rail connectivity.*  **POLICIES:**  ***Policy WRS1 - Partnership. Further information*** *AGREE*  [***Policy WRS2 - Existing levels of services and stations. More information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-1)*AGREE*  [***Policy WRS3 - New rail services and stations. More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-2)*AGREE*  [***Policy WRS4 - New Developments & Connectivity to Rail Services. More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-3)*AGREE*  [***Policy WRS5 - Transformational Change. More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-4) *AGREE*  [***Policy WRS6 - Station facilities. More information.***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-5)*AGREE*  [***Policy WRS7 - Sustainable Station Access & Car Park Capacity. More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-6)*AGREE*  [***Policy WRS8 - Community Rail Partnership. More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-7)*AGREE*  [***Policy WRS9 - High Speed 2 (HS2). More Information***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-8)*NEUTRAL*  [***[Policy WRS10 - Freight. More Information](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/" \l "question-2019-06-13-0196823373-factbanksubquestion-10)***](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/#question-2019-06-13-0196823373-factbanksubquestion-9)*[AGREE](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/" \l "question-2019-06-13-0196823373-factbanksubquestion-10)*  ***[Policy WRS11 - Rail Fares & Ticketing. More Information](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/" \l "question-2019-06-13-0196823373-factbanksubquestion-10)*** *AGREE*  Are there other policies you think should be considered?  *Yes. To develop Policy WRS7 to include accessibility to rail stations which is supported not just by car travel but sustainable public transport (including but not limited to buses, community transport, car sharing incentives, cycling facilities and networks, and rail shuttles).*  Do you have any comments to make about any of these policies?  Yes . In relation to Policy WR3 & Policy WR4, that is new stations and improved connectivity and accessibility to rail services and networks for new developments. The area of South Warwickshire is earmarked for several housing developments. Some of the largest developments in our region are located at Long Marston (Meon Vale, for example, and more earmarked). This is the location of the Honeybourne line which was disconnected as passenger line in 1976, though the line is used for freight trains. With the housing developments in this area and no rail connectivity nearby, there has been an increase in traffic congestion and pollution through various surrounding villages, which will get worst with the continuous development of the area. The reinstatement of the line linking to London will also bring economic benefits to the area. We propose to WCC to undertake a feasibility study in conjunction with Stratford on Avon District Council and the North Cotswolds Line to investigate the possibility of a new station/reinstating the old station and passenger line connecting Long Marston to the Honeybourne line (therefore connecting Meon Vale & Long Marston to North Cotswolds, Oxford & onwards to London, and Long Marston/Meon Vale to Birmingham) that would reduce dramatically traffic from surrounding villages and would make any new development in this area fully equipped with sustainable infrastructure.  **Further comments**  Please use the space below to make any other comments on the draft strategy.  Connectivity enhancements in rural areas, such as the Long Marston-Honeybourne rail service, will deliver social and economic benefits in South Warwickshire by providing opportunities for people to access work, education and leisure facilities, as well as environmental benefits by providing sustainable transport to private car use. |
| West Midlands Rail Executive | The West Midlands Rail Executive (WMRE) warmly welcomes and supports the publication of the draft Warwickshire Rail Strategy (WRS).    Additionally we would like to make the following comments:    1.      It would be helpful if, in the wider strategic context, the WRS were able to specifically reference (and broadly endorse) the West Midlands Rail Investment Strategy  [www.wmre.org.uk/strategy/wmris/](http://www.wmre.org.uk/strategy/wmris/) which was endorsed by the WMRE Board (including Warks CC) in December 2019.    2.      Page 7 – Add HS2 Birmingham Curzon Station to this and all similar route maps    3.      Page 11 - HS2 It would be helpful for WRS to specifically highlight the need for Warwickshire residents to be able to benefit from new high speed rail services from both Birmingham Curzon and Interchange HS2 stations to both the North West and Scotland once Phase 2A of HS2 to Crewe has been completed.    4.      Page 16 - Please can you specifically reference WMRE in commentary on Policy WSR1    5.      Page 17 – Do you want to include reference working with MC to look at options to deliver 2 tph between Leamington, Kenilworth and Coventry as part of the capacity upgrade?    6.      Page 18 - MRH delivers up to 10 paths not 12    7.      Page 18 – Perhaps include a web address / link to the WMRE website in relation to SNV and WMSA?    8.      Page 19 Mainline is usually 2 words    9.      Page 20 – (As above) HS2 It would be helpful for WRS to specifically highlight the need for Warwickshire residents to be able to benefit from new high speed rail services from both Birmingham Curzon and Interchange HS2 stations to both the North West and Scotland once Phase 2A of HS2 to Crewe has been completed.  Such services would be possible but are not currently being proposed by HS2)    10.   Page 25 – Polesworth Parkway is clearly a concept which is worth exploring but any feasibility study of potential markets and locations ideally needs to consider the long term future of the existing Polesworth station    11.   Page 26 – Proposed service improvements – suggest removing the first paragraph as 1) this has now been delivered 2) future timetables are likely to amend this situation    12.   Page 26 – Work with new WCML operator First Group /Trenitalia (and open access train operators as appropriate) to increase the number of longer distance trains calling at Rugby and Nuneaton stations.    13.   Page 28 – Add a timescale to graph and suggest that all trains on graph call at Nuneaton to maximise connectivity for Warwickshire    14.   Page 31 –update to reflect the timetable changes which have now happened    15.   Page 32 Kenilworth 2 trains per – additional capacity likely to be required over and above that being proposed by Midlands Connect (as with Warwick Uni Station)    16.   Page 33 – Coventry City Council is key delivery partner for 2 tph Coventry – Nuneaton    17.   Page 32 - include reference working with MC to look at options to deliver 2 tph between Leamington, Kenilworth and Coventry as part of the capacity upgrade?    18.   Pages 45/6 last sentence needs updating as direct services is now running    19.   Page 47 – **West Midlands Rail Executive**is our correct title in section 3 |
| Worcestershire County Council | Thank you for the opportunity to respond to your consultation relating to Warwickshire's proposed Rail Strategy 2019-2034. I would like to make the following comments:   * **North Cotswold Line Task Force (NCLTF):** Worcestershire welcomes that Warwickshire is strongly committed to the Task Force and would like to thank Warwickshire County Council for its ongoing participation; There is a significant task ahead and it is vital that all key stakeholders appear joined, especially if we are to be successful in convincing funding bodies to contribute towards the scheme;           **Honeybourne Station:** Worcestershire recognises that Honeybourne Station is a key station for South Warwickshire, particularly in light of forecast growth in that area. Worcestershire County Council recognises the need for both authorities to work collaboratively together to ensure access to this valuable asset, and facilities provided there reflect the required capacity needed to meet forecast joint growth aspirations;          **NCL SAV-Honeybourne:** The draft Rail Investment Strategy (page 42) is absolutely correct where is describes that Warwickshire is working with the NCLTF on the main NCLTF scheme and that SAV-HON is only of interest once this has been achieved. Worcestershire County Council supports the cautious wording you use and appreciate the sensitivity shown;          **A46:** Worcestershire County Council would like to stress that the contribution of rail to the A46 corridor is of great shared interest to Warwickshire and Worcestershire counties and perhaps the strategy could elaborate further, even if it's in the context of the North Cotswold Line Task Force;          **North Warwickshire Line:** Wythall Station in Worcestershire does lie within Warwickshire's key Stratford-Birmingham route, so Worcestershire County Council express support for your specific proposals for the route, including:  o   Stratford Town Gateway;  o   Henley in Arden Gateway; and   * + The two trains per hour Stratford-Birmingham (which is very welcomed for Wythall).          **Warks-Worcs-Solihull partnership:**  It might be helpful to say that a Warks-Worcs-Solihull partnership could be useful in understanding how rail can serve this growing patch south of Solihull/Shirley which falls within the area of all three local authorities, and to progress any outcomes from this.  I hope that the above comments are helpful and I wish you every success with your new rail strategy. |
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| Individual Response | New stations / routes for Nuneaton sounds fantastic. I approve wholeheartedly.  However, I'm sure we can think of a beer name than 'Nuneaton Parkway.' We already have 'Bermuda Park' - and in the locality we have Coleshill Parkway, and the proposed 'Rugby Parkway.' Did you know that 'Bermuda Park' was a pointless answer on the TV show Pointless for the name of a train station. That's how memorable it is.  Maybe we could have a competition to think of a name for the station. Hopefully we won’t end up with "Station McStaonface."  The Galleycommon / Stocko staon has a number of names handy: Galleycommon Staon, Stocko Staation etc |
| Individual Response | The Rail Strategy document is a good start, but it appears to pay limited attention to the transport needs that are an inevitable consequence of current/proposed housing developments in South Warwickshire. Some years ago a survey was carried out in the village of Fenny Compton and it found that a signiﬁcant number of resident regularly commuted to Birmingham, Coventry and London; many of the respondents indicated that they would prefer to travel by rail. There are very few employment opportunities in Fenny Compton/South Warwickshire, but the District Council anticipates a further 270 houses in the village. At a very conservative estimate, this will mean 400 people who need jobs that the village cannot provide; this in turn means more car journeys, which isn’t very environmentally friendly.    A possible solution might be a rail ‘Halt’ at Fenny Compton with regular connections between 0700 – 1000 and 1700 – 1900 (Monday to Friday). Weekends? Perhaps 1000 – 1200 and 1500 – 1700 on Saturdays. |
| Individual Response | I live in Water Orton and am a wheelchair user, any type of transport, including rail is impossible. What plans do you have to improve rail access for the disabled and wheelchair users |
| Individual Response | There is a need to improve Stratford-London services, but no meaningful improvement will be achieved as long as Stratford remains on a truncated branch line. The recently introduced additional Chiltern services, are not attractive, take the slow northbound route via Hatton, take 2 ½ hrs and overtaken at Banbury by faster services from B’ham. A sub two hour journey time is required by restoring the southbound link to the Cotswold Line.  Stratford’s rail problem, is that as an international tourist destination, it is located at the stub end of a branch line and has untapped latent demand as a result. This was summed up six years ago an American tourist who wrote to the local paper stating:-  *“it seems the network of railways in England somehow omitted Stratford from its planning and although my stay in your historic town was a dream come true, further trips to England would either convince me to rent a car or to stay somewhere more agreeable to the rail network.”* (SH - 3 October 2013)  **Station Enhancements**  **Honeybourne station parking** - p41:  **Comment:** Worcestershire County Council in their submission on the Stratford Core Strategy (September 2015), attached, stated that:-  “...*This places additional pressure on roads in the immediate vicinity of Honeybourne railway station, which were not designed for the level of use that they are experiencing.*  *In the event that housing is constructed at Long Marston in the numbers identified, Worcestershire County Council would strongly support the provision of high-quality public transport links, preferably rail, to/from Long Marston, with a railway station at Long Marston. We are greatly encouraged by the requirement to safeguard land for this purpose.*  *Worcestershire County Council would expect, as part of the optimum solution to problems of traffic on inadequate rural roads in this particular area, the construction of a new railway station at Long Marston, and works to the existing railway line between Long Marston and Honeybourne to make it suitable for the regular operation of a passenger rail service between the new station at Long Marston and the existing station at Honeybourne.”*  Any expansion of existing parking facilities at Honeybourne Station should be to serve local needs and not the Long Marston hinterland of 23,000 people. The road between Long Marston and Honeybourne, is an unclassified road, single width in parts, double bends, two low railway bridges and narrow winding sections through Pebworth Conservation Area, an area of special architectural or historic interest and which are not capable of improving to serve this demand and which should be accommodated on the parallel railway line.  **Policy WRS3: New rail services and stations/**  **Service Improvements -** p42 The North Cotswold Line/Stratford-Honeybourne  Fully support reinstatement of the 6 mile missing link between the existing Long Marston railhead and Stratford-upon-Avon. This was incorporated in the North Cotswold Line Vision, GWR, February 2016, to secure additional double track and essential for Stratford-Oxford/Worcester services and now by the North Cotswold Line Taskforce.  As a signatory to the ‘Long Marston Airfield Garden Village Expression of Interest’, July 2016, it is time the County Council delivered on the pledge to work with partners on the economic case for reinstating the Stratford to Honeybourne railway line, which stated:-  *“The new settlement can act as a catalyst for the re-opening of the rail link to Stratford which would improve the sustainability credentials of LMA and would better integrate Stratford into the strategic rail network and redress existing gaps.” (p18).*  *“•* ***Supporting rail improvements*** *– The Garden Village underlines the potential for reinstatement of the Stratford-to-Honeybourne rail line, which would provide much improved access to Stratford by rail and could provide residents of the Garden Village regular rail services to a range of destinations. Initial feasibility work has looked at options for reinstating this missing link, with positive conclusions. Detailed feasibility work is to be progressed with the support of the Council and developers and the Garden Village would contribute towards costs capital costs if an appropriate transport scheme along the route can be brought forward”. (p21).*  The new line would also contribute to improved network resilience, particularly as the Harbury landslip resulted in the Cherwell Valley line being blocked for 9 weeks in 2015 and a further 9 days in August 2016 with the Banbury resignalling. Stratford-Honeybourne-Oxford provides a freestanding alternative to the Birmingham–Banbury-Oxford route.  Stratford upon Avon has a committed population growth of 36,000 people and 4m tourist visitors’ pa, but poorly served. Residents/tourists are forced to make an unsustainable 16 mile round trip via a heavily congested A46/A429/M40 Longbridge Island to Warwick Parkway or to the North Cotswold Line, for frequent London services. In 2010, the Highways Agency spent £78m on grade separation on the Longbridge Island Junction, which within 5 years already fails at peak times. Stratford residents and the committed Long Marston Garden Village hinterland of 23,000 people should be encouraged to use a reinstated southbound rail link from Stratford to the North Cotswold Line, to London. A reinstated southbound link would also facilitate faster Birmingham services, which at 55 mins journey time, are a deterrent to travel.  stratford-line-map_gif_gallery |
| Individual Response | **Re: Draft Warwickshire Rail Strategy**  I welcome the opportunity to submit comments on the draft Warwickshire Rail Strategy as I believe that enhanced rail transport within the county will assist in addressing the ever increasing transport demands put on the existing infrastructure.  **1. Henley-in-Arden**  In particular, with regard to Henley-in-Arden, as a station user the expansion of train services from the station is essential, with demand from existing users highlighting the need for enhanced services.  The station facilities need significant improvement, in particular the need to address/provide adequate car parking facilities, which will without doubt arise from the enhanced services. I appreciate that with the site constraints some of this development will need to be within the Green Belt, but I feel it is more than justified to sacrifice a small area of the Green Belt within the immediate vicinity of the station in order to obtain the environmental benefits that go hand in hand with passengers moving from car to rail based commuting.  The historic station building is in desperate need of maintenance and its refurbishment and bringing back into use should be included in any station enhancement scheme.  **2. Stratford-on-Avon-Long Marston**  With the housing growth planned for Stratford-on-Avon district over the next 10-15 years, I understand that some 9,000 plus new homes are to be built. In addition the former Long Marston airfield has been allocated ‘Garden Village’ status and this alone will provide at least 3,500 dwellings and a population of perhaps 10,000-15,000 persons.  This increase in housing/population within Stratford district should not be looked at in isolation as the above site is on the border with both Gloucestershire and Worcestershire. Just across the county boundary (within the catchment area of the Stratford-on-Avon/Long Marston line) permission for some 1,500 homes has either been granted or is planned in the Honeybourne, Mickleton, Chipping Campden area. Coupled with the growth in Stratford district, the re-instatement of the Stratford-on-Avon to Long Marston railway line is essential.  Anyone who has taken the trouble to not only look but visit the area will realise that the local road network is totally unsuitable for the potential increase in traffic flow that the Meon Vale and Long Marston developments alone will generate and, therefore, re-instatement, with a new station at Long Marston, is the only option to reduce commuter traffic in an environmentally sustainable way.  -2-  Any council ignoring the fact is, I believe, guilty of a gross dereliction of their duty to the council tax payer and will be derided by future generations for missing an obvious and golden opportunity.  **3. Cotswold Line Improvements**  I appreciate that the Stratford-on-Avon to Long Marston reinstatement is partly dependent upon the north Cotswold line which, although running in adjoining authority areas, is essential to be supported by WACC rail strategy. This will help to improve rail connectivity between Stratford-on-Avon and London via the Thames Valley. In pursuit of this it is imperative that a review of the economic case for reinstating the Stratford-on-Avon to Long Marston railway line takes place and should be expedited within the current scheme of proposals. |
| Individual Response | I welcome improvements in the existing rail services but am very concerned at what appears to be a focus on Parkway stations rather than improving access to existing stations by sustainable means.  The Parkway stations will mean that less trains stop at the existing stations (as train companies do not want too many stops). his has been seen at Warwick where Warwick Parkway station gets better services than Warwick station. We need to focus train services where populations are living. I would welcome a station at Stockingford. This would stop a lot of people from having to get into Nuneaton town only for the train to pass where they have just come from. There is a large population within walking distance and even more within cycling distance.  The focus on Parkway stations is discriminatory against those who do not own cars, who are likely to be poorer anyway. The whole point of going by train is that I don't have to drive. Many people would use the train for a night out so that they don't need to drive and can have a drink if they wish.  The LTP is all about encouraging walking and cycling and yet little is being done to improve access to train stations when new developments are built.  You mention  'maximising social and environmental benefits' - local stations serving local populations is the best way to achieve that, not stations miles from the people they serve.  Polesworth Parkway - why? why not just improve the existing station and access so it can actually be served? Would need new roads so not very environmentally friendly.  Rugby Parkway - why by the M1? Why not by where houses are being developed?  Nuneaton Parkway - not required. we just need better services and access at the existing stations of Nuneaton AND Hinckley. There are very few homes around where is is suggested. Access would be from the A5, which is already heavily congested as are the feeder roads form the two towns.  Warwick University - if serving the University it needs to be as near as possible to the campus not off a major trunk road with yet more roads to access it and trips then becoming multi-modal rather than just a single train journey.  NUCKLE - needs 2 trains per hour NOW. We have been waiting long enough. This would immediately help congestion in many places on that corridor but making it a realistic means of travel for more people. That will also improve air quality as less cars = less pollution.  HS2 will not help Warwickshire. We do not want to travel in the wrong direction to pick up a train that might do London to Birmingham faster but will actually make our journey longer. We need good regular, reasonable priced services to London from every main town in Warwickshire.  Coventry- Leicester- Nottingham must not miss out Nuneaton. As probably the poorest town in Warwickshire, Nuneaton needs connectivity to help it's regeneration.  So please sort out that many more people can get safely and sustainably to the existing stations, with things like improved cycling routes and safe well-lit walking routes. The second entrance to Nuneaton Station from Weddington Terrace should be a priority.  Do not make it that rail services are only available to car-owners, which will happen if everything is developed as Parkway stations. This is totally contrary to what is needed to encourage rail use in this time of a climate emergency.  We need regular stopping services between places on each line as well as some faster services between larger towns/cities. We need connectivity. |
| Individual Response | **MY RESPONSE:**  I fully support the draft document and in particular the plans for developing improved services to and from Stratford-upon-Avon, the reinstatement of the 6 mile railway between Stratford-upon-Avon and Long Marston, where it would join the, at present, 3 mile freight line to Honeybourne on the North Cotswold Line (page 43) and for creating a railway hub at Henley-in-Arden.  Although I accept that the reinstatement of the Stratford-upon-Avon – Honeybourne Line is dependent on the two remaining single line sections of the North Cotswolds Line being doubled, together with a signalling upgradeand an Economic Impact Study being carried out, I consider that the project is so important, with its wider economic benefits, that it should be a short or medium term aim, not long term.    **HISTORY/BACKGROUND**  Stratford-upon-Avon is a major international tourist destination, with some 4 million visitors each year, with over 5 million tourists to the wider Shakespeare country and will never have a good rail service while it remains a branch line terminal, which it became in 1969, although the railway south of Stratford-upon-Avon continued to be used for freight services and as an alternative and diversionary route to the main Birmingham New Street - Lickey incline - Bromsgrove - Cheltenham route, until August 1976.  Until 1962 Stratford-upon-Avon  was served by through services to the west of England, including the daily ‘Cornishman’ to Cheltenham, Bristol, Exeter, Plymouth and Penzance and direct services to Gloucester, and South Wales (Cardiff and Swansea), as well as services to Honeybourne, Evesham and Worcester. Friday night/Saturdays only summer services, to such holiday resorts as Ilfracombe, Torquay, Paignton and Newquay continued until 1966.  A new twice daily service, introduced in 1962, from Leamington and Stratford to Gloucester  failed to replace the direct services and in consequence was withdrawn on 23rd.March 1968, while the Stratford - Evesham service survived until 5th. May,1969.  Unfortunately a major derailment of a coal train occurred at Winchcombe, on 25th. August 1976, due to an embankment slippage, tearing up 1/4 mile of track, after which a decision was made, on the 1st. November 1976, to close the line completely, except for a 3 mile section between Honeybourne and Long Marston to serve the Quinton Rail Technology Centre and more recently Vivarail. At the time Denis Healey, the then Labour Chancellor of the Exchequer had applied to the IMF to bail his Government out of their financial difficulties and informed British no more money was available.  In spite of the fact the whole of Stratford-upon-Avon - Cheltenham line had been earmarked for upgrading from 50 to 75 mph. and to replace level crossing gates at Evesham Place, in Stratford-upon-Avon, Milcote and Long Marston, with lifting barriers and traffic lights, the cost of repairing the damage, which was put at £ 1,273,000, was deemed too expensive. Although the three railway unions opposed the decision, track lifting was approved in 1979, using non-union labour. Dr. Beeching did not include any part of the Birmingham - Stratford-upon-Avon - Cheltenham line for closure, in his recommendations in the 1960’s, due I understand, to the limitations of the main line Birmingham - Cheltenham, via the 1 in 37 Lickey Incline and Bromsgrove.  In 1980 British Rail wrote to Warwickshire County Council stating that they had no objection to the Stratford-upon-Avon Southern Relief Road (Seven Meadows Road) being constructed on the track bed providing provision was made for a single track railway, in the grass verge, if reopening was needed in the future.  However, Warwickshire County Council ignored the request and one of the pillars for the new Sanctus Road over bridge was placed in such a position as to block the railway reopening.  In 2012 Arup carried out a Business Case Study for the reinstatement for the Stratford-upon-Avon - Honeybourne Line, on behalf of Stratford-on-Avon District Council. Arup updated the business study, with an indicative funding appraisal, earlier this year (2019), costing the reinstatement at £ 111. 3 million. (Copies of both attached).  **REASONS FOR THE NEED TO REINSTATE THE STRATFORD-UPON-AVON - LONG MARSTON - HONEYBOURNE RAILWAY**  I set out below the reasons why it is necessary to reinstate the Stratford-upon-Avon - Long Marston - Honeybourne Railway, including a new junction at Honeybourne, facing towards Moreton-in-Marsh. The present junction faces towards Honeybourne station and Evesham. With capacity limited on the North Cotswold Line, at the present time, due to two single line sections, one between Charlbury and Oxford and the other between Evesham and Norton junction, near Worcester. These two single line sections will need to be doubled and a signalling upgrade carried out, before new services to and from Stratford-upon-Avon can be introduced.  The North Cotswold Line Task Force, with Lord Faulkner, of Worcester, as Chairman, has been formed to campaign for the two single line sections to be doubled, as well as improved rail services being introduced on the route, and the reinstatement of the Stratford-upon-Avon - Honeybourne railway. (Page 43). Warwickshire County, Council is a member of the Task Force, with the other members being Worcestershire County Council, Gloucestershire County Council, Oxfordshire County Council, Hereford Council, Worcestershire LEP, G First LEP (Gloucestershire), OX LEP (Oxfordshire), Marches LEP (Herefordshire, Shropshire and Telford and Wrekin), Coventry and Warwickshire LEP, Department for Transport, Network Rail, Great Western Railway, SLC Rail and the Cotswold Line Promotion Group.  1). As stated above, Stratford-upon-Avon, is a major International tourist destination, with some 4 million tourists each year and over 5 million to include the wider Shakespeare Country, will never have a good rail service, while it remains a branch line terminal. Not only that Stratford does not have a direct rail link to the Cotswolds, an area of outstanding beauty. The Arup Study of 2012 highlighted the fact that only 6% of visitors to Stratford-upon-Avon came by rail, compared with 13% for comparable tourist destinations.  2).  The reinstatement will enable a new direct service to be introduced between Stratford-upon-Avon and London Paddington, a totally different route to the Chiltern route from Stratford-upon-Avon to London Marylebone, via Leamington Spa , Banbury and High Wycombe, in fact a tourist route serving the Thames Valley. Trains would call at Long Marston Parkway (for the Marston Mead Garden Village, Meon Vale and other developments totalling 6,000 homes), Moreton-in-Marsh. Kingham, Charlbury, Hanborough, Oxford (for Bicester Village, and the proposed East - West Railway to Milton Keynes, Bedford and Cambridge), Reading (for the Heathrow Airport road coach service and Gatwick Airport rail service), Slough (for Windsor) and London Paddington (for the Heathrow Express, four tubes lines and the Cross Rail Elizabeth Line, due to open in December 2020). London Marylebone has only one tube line. Such a service would be operated by the Great Western Railway. The present Chiltern service from Stratford-upon-Avon to Marylebone, apart from an early morning and an evening service on Mondays to Fridays and a morning service on Saturdays and Sundays, are very slow, and involve a waiting time at Banbury, to allow trains from Birmingham to overtake. On Sundays, one train to London waits no less than 35 minutes, at Banbury. In addition most of the trains are formed of Class 165 units, which are basically London suburban stock and totally unsuitable and quite uncomfortable for long distance use. However, by changing at Leamington or in some cases at Solihull or Dorridge passengers can arrive in Marylebone in around two hours, as well as, similarly in the opposite direction, from Marylebone to Stratford-upon-Avon.  3). In the other direction the railway reinstatement would enable a new service to be introduced, not just to Honeybourne, but to Evesham, Pershore, Worcestershire Parkway, due to open in December 2019, (for Cheltenham and the west of England and Gloucester and South Wales,, Worcester (Shrub Hill) and Worcester (Foregate Street), (For Malvern, Ledbury and Hereford). At present passengers from Stratford-upon-Avon to Cheltenham, the west of England, Gloucester and south Wales have to travel 25 miles north, via Birmingham, to go south, with a totally inconvenient change of stations between Moor Street and New Street, not to mention increased costs and travelling time of two hours, just to Cheltenham. Until January 1966 Stratford-upon-Avon had direct trains to Cheltenham taking just over 30 minutes.  Worcestershire Parkway will make it far easier for passengers to travel to Cheltenham, the west of England and south Wales, as well as halving travelling time and cost.  4). With the major developments at Long Marston, the Garden Village on the former Long Marston Airfield (Marston Mead) of 3,500 homes, together with Meon Vale on the former M.O.D. site of, 1,050 homes, as well as other developments in the area, a total of some 6,000 homes and an eventual estimated population of 23,000, there is a very strong need for a Birmingham Snow Hill Moor Street - Long Marston rail service, with a park and ride station, preferably in Station Road, to serve Meon Vale as well as Marston Mead, either via Henley-in-Arden or Solihull, a service which could be extended to Honeybourne and Evesham, in advance of the redoubling  of the two sections of the North Cotswold Line, as this section is already double track. Evesham, which has a population of about 27,000, has not had a regular direct service to and from Birmingham, since the railway between the town, Alcester, Studley and Redditch was closed in the early 1960’s, a route which should never have been closed. The service would be operated by West Midlands Railway.  Cala Homes, the developers of the Garden Village, at Long Marston, have admitted that many of the new residents are likely to work in Birmingham. Without this service, then residents working in Birmingham will either attempt to drive direct or will drive to either Stratford Town or Parkway station, causing serious traffic congestion or possible gridlock, in the town centre, not to mention increased air pollution. According to the Chiltern and West Midlands Route Study, no less than 38% of all peak journeys into Birmingham City Council are made by rail.  A Park and Ride station at Long Marston could also serve Stratford-upon-Avon residents living on the south side of the town and the River Avon, also avoiding having to drive to either Stratford Town or Stratford Parkway stations.    5). As an alternative to or in addition to the above (4), there would also be the possibility of a circular service from Stratford-upon-Avon to Long Marston, Honeybourne, Evesham, Pershore, Worcestershire Parkway, Worcester (Shrub Hill), Droitwich Spa, Kidderminster, (for the Severn Valley Railway), Stourbridge junction, Birmingham Snow Hill and Moor Street, and then either via Solihull or Henley-in-Arden, back to Stratford-upon-Avon. Again the service would be operated by West Midlands Railway.  6). The reinstatement would create an alternative and diversionary route between Birmingham and Oxford, again once the two remaining single track sections of the North Cotswold Line are redoubled. The route would have been invaluable in 2015, when a major landslip occurred at Harbury, between Leamington Spa and Banbury, when the main line was closed for six weeks, with buses being substituted. However, the North Cotswold Line is, at present only suitable for light freight traffic, due to height and width problems, in Chipping Campden tunnel.  More recently on the 5th. July 2019, a major signalling fault between Leamington and Banbury caused chaos to rail services, with again no alternative route available.  7). There is the likelihood that the Gloucestershire and Warwickshire Steam Railway, which purchased the track bed of a 15 mile length of the Stratford-upon-Avon - Cheltenham line in 1981, between the then Cheltenham Borough boundary near Pittville and Broadway, at present operates between Cheltenham Racecourse and Broadway, will, it is anticipated will one day extend to Honeybourne, where Network Rail has made passive provision for a platform, for its services. Vintage Trains recently acquired a fully licensed Train Operating Company (TOC) and as a result plan to operate more regular steam trains, in addition to the summer Sundays only Shakespeare Express, between Birmingham and Stratford-upon-Avon, on the Shakespeare Line., formally known as the North Warwickshire Line. Vintage Trains have a long term aspiration to operate south of Stratford-upon-Avon to connect with the GWRS at Broadway and on to Winchcombe and Cheltenham Racecourse, or even possibly towards Cheltenham town centre, as a major tourist attraction. This would attract not only ordinary tourists, but many rail enthusiasts, from all over the world, as the Birmingham - Stratford-upon-Avon - Cheltenham Line is a former Great Western Railway main line.  8). Without the railway reinstatement serving Long Marston, it will place undue pressure on the local roads between Long Marston and Honeybourne station, which are narrow and winding in places, with double bends, two low railway bridges and also passes through the Pebworth Conservation area, an area of architectural or historic interest and which is not capable of being improved, to serve the increased demand. The present car park at Honeybourne station is totally inadequate and is full at an early hour, on weekdays. There are, however, plans for an additional car park on the opposite side of the station.  9). The reinstatement of the railway is fully supported by the Great Western Railway, which operates services on the  North Cotswold Line, and which was incorporated in their North Cotswold Vision, launched at Witney in February 2016, in the presence of the then Prime Minister David Cameron.  Copy attached. (See page 7).  10). The Worcestershire Rail Investment Strategy, published in March, 2019, includes the long term aim of reinstating the Stratford-upon-Avon - Honeybourne railway. Copy of Strategy report attached (see pages 45-47).  11). Rail Alliance has expressed their worries that the railway reinstatement will affect the freight traffic to and from the Quinton Rail Technology Centre, at Long Marston, and that with the limited capacity of a mainly single track, freight trains may only be able to operate at night, with a consequent enormous increase in costs.  The only solution is to reopen the railway, with double track throughout. The whole of the Stratford-upon-Avon - Cheltenham railway was double track throughout.  We would certainly not want to make the same mistake made in reinstating the Borders Railway, between Edinburgh and Tweedbank, in Scotland, on the route of the old Waverley line to Carlisle. Of the 35 mile line, only nine miles are double track, with the remainder single track and three passing loops, which has proved totally inadequate for the level of traffic.  The Quinton Rail Technology Centre is an increasingly important centre for storage, research and development for the rail industry, with the annual Rail Live Trade Exhibition, which brings together the entire rail industry in a real rail environment, attracting some 6,000 visitors from all over the world. Vivarail is another important company which operates on the site. Vivarail has acquired 156 Driving Cars and 70 carriages of London Transport D.78 redundant stock, which it is converting for use as affordable modern rolling sock, including diesel, battery and hydrogen electric cell powered versions, to be known as Class 230.  12). Midlands Connect has first ever improvement plans for the A.46 road throughout its 155 mile length, to create an A.46 Expressway from Ashchurch, at its junction with the M.5 in Gloucestershire to Lincoln, including improvements to congestion hotspots at Evesham, Stratford-upon-Avon, Coventry, Leicester, Newark and Lincoln.  At the same time, it is planned to improve the rail links running parallel with the A.46. Expressway. It is anticipated that the Stratford-upon-Avon - Honeybourne railway reinstatement would be a crucial link In that planning.  In the Warwickshire Rail Investment Strategy there are plans for extending the Leamington Spa - Kenilworth - Coventry - Nuneaton service to Leicester (see page 15 of the draft strategy, under North-South Corridor Improvements). However, may I suggest that to follow the A.46 this service should reverse at Leamington Spa to then be routed to Stratford-upon-Avon, initially, and then on to Evesham to follow the A.46, with the route beyond there to be determined at a later date, which could be either a reopened Evesham - Ashchurch railway or a new south facing junction at Abbotswood, where the North Cotswold Line crosses the main Birmingham - Cheltenham line, close to Worcestershire Parkway station. Eventually there would be a need to double track the Hatton junction  - Bearley junction branch line and also for the Stratford-upon-Avon - Honeybourne railway to be double track throughout, (see 11 above), to have the necessary capacity for these increased services, rather than, as planned by Arup, single track between Stratford-upon-Avon and Milcote and then double track to Honeybourne, with one track branching west to join the North Cotswold Line towards Moreton-in-Mash and the other to the west and Honeybourne station.  13). In 2017 Systra produced  a report, for Worcestershire County Council, on the wider economic benefits of the reinstatement of the Stratford-upon-Avon - Honeybourne Line and what services could be operated via Stratford-upon-Avon, with some bypassing Birmingham. Unfortunately this report, for some unknown reason did not take into account either tourism, affecting Stratford-upon-Avon, the Shakespeare country and the North Cotswolds or the Garden Village, Meon Vale, and other developments at Long Marston.  A copy of this report is attached.  14.)  I live in Welford-on-Avon, where there has been a considerable increase in traffic over the last two years, with now some 700 vehicles per hour, in the morning and evening peaks, not only that, around 20% of vehicles have been recorded speeding between 40 and 50 m.p.h., in the 30 mph. limit, with some as high as 60 m.p.h. To make matters worse, the police trained volunteers, checking vehicle speeds, have been subject to abuse from drivers. Quite disgraceful.  All this with not one property yet started at Long Marston Garden Village.  Welford-on-Avon  and Binton villages are used as rat run to reach the A.46, both west and south, the A.422 to Worcester, the A.435 to Birmingham, the M.42 and the M.5 and M.6 northwards. The proposed construction of the South Western Road, together with the already planned Western Relief Road will not solve Welford's and Binton’s traffic problems, as the Welford route joins the A.46 some three miles west of where the Western Relief Road will join the A.46/A.422 traffic island. In spite of signs stating 'not suitable for HGV’s' the road between the B.4632 Clifford Chambers, Milcote, Welford-on-Avon, and on to Barton and Cleeve Prior, is used by such vehicles, avoiding the 10 tonne weight limits on both Welford-on-Avon and Bidford-on-Avon River Avon bridges.  The fact remains that Welford-on-Avon and Binton will not be capable of carrying any more traffic, particularly with the two single lane sections in Welford at the Bell Inn and over the River Avon Bridge, which will only result in serious traffic congestion and gridlock, as well as increased air pollution.  15). There have been two attempts to reopen the whole of the Stratford-upon-Avon - Cheltenham railway line in recent years.  First in their Management, in the year 2000, the then Railtrack, proposed that the Gloucestershire and Warwickshire Steam Railway would retain ownership, with the operating companies paying access charges to the GWSR. However, the plan was dropped, after Railtrack was forced into administration by Stephen Byers, the Labour Transport Secretary, in 2002, Mr. Byers having applied to the High Court on 7th, October 2001.  In November 2010, Network Rail had talks with Warwickshire County Council on the possibility of reopening the railway south of Stratford-upon-Avon line for freight traffic, but I do not have a report, on these talks.    16). The Birmingham - Cheltenham line, via the Lickey incline and Bromsgrove, is already up to maximum capacity and with plans for increased passenger services, on the route, as well as increased freight services, due to a deep sea heavy container port being developed, at Portbury, Bristol, before 2030. It is expected that 40 % of the heavy container traffic will leave the port by rail, of which a high percentage will need to be routed to the Midlands and the North. To improve capacity there are plans to quadruple the track between Kings Norton and Barnt Green, but this will not solve the operating problems on the two mile 1 in 37  Lickey incline, so surely an alternative and diversionary route will be required.  The obvious alternative route would be the Birmingham - Stratford-upon-Avon - Cheltenham Line, which if developed, could well mean additional passenger services being rerouted to the west of England and south Wales via Stratford-upon-Avon. However, the Gloucestershire and Warwickshire Steam Railway may well oppose that suggestion, although when the former Railtrack put forward their plans to do such as that, in 2000, it the then GWSR Board approved it.  Instead of using the GWSR between Honeybourne and Cheltenham, trains could use part of the North Cotswold Line to Evesham and a reopened Evesham - Ashchurch line, to rejoin the main line. However that line would require a costly new bridge over the river Avon and a diversion to avoid a housing development, at Hampton. Another possibility would be to construct a south facing junction at Abbotswood, close to Worcestershire Parkway station to join the main line there.  We shall see!!!! |
| Individual Response | With the proposed development of housing in Polesworth the proposed new station will be on the wrong side of the town. The amount of traffic will have to cross the square will cause serious problems with the flow of traffic though the town. |
| Individual response | Draft Warwickshire Rail Strategy  I wish to submit the following to the consultation on the Draft Warwickshire Rail Strategy (WRS).  I welcome the overall thrust of the Rail Strategy and it is very pleasing to live in a county where there already has been much done to expand access to rail services with much more envisaged as a result of the active engagement by the County Council as Local Transport Authority.  1 - The Warwickshire Context  The record of Warwickshire County Council in opening stations and improving accessibility to the railway and its local and national network is forward thinking and delivers the greater transport connectivity that communities desire and which, given increasing environmental factors, will become even more important with a population of 550,000 and the addition of 160,000 new homes in the county by 2033.  The Strategy is correct to reference the significant growth that is due to occur in the adjacent West Midlands region. It is a fair assumption that a large proportion of those who live in Warwickshire and who are employed or who own/operate businesses will do so in Birmingham, Solihull and the greater West Midlands region. It is crucial therefore that accessibility to frequent and reliable rail services is developed and established as much as possible to ensure the significant modal shift determined not least by the need to reduce carbon emissions.  The 30% overall sustained level of passenger growth in Warwickshire demonstrates the potential that rail has to achieve modal shift if accessibility to train services is enabled. A joint approach of greater access, through new stations as the draft WRS outlines is welcome and unreservedly endorsed. However, as greater passenger access is facilitated so the need to invest in the rail infrastructure becomes more critical, especially where current network constraints impinge on the ability to provide a greater level of passenger offer because of the need to accommodate all those operators that access what is a mixed traffic railway.  The Strategy is right to warn of the potential to suppress demand if infrastructure capacity improvements are not delivered. The Strategy could be more robust on this point to support many of its key and excellent objectives. Very competitive commercial environments are driven by companies meeting customer demand. It is inconceivable that a major supermarket would consider suppression as a means of responding to demand. The Strategy could make it clear that the LPA expects the rail infrastructure and network to support existing needs and to be able to accommodate future passenger and freight demand.  The support for HS2 within the Strategy is welcome. The new line will provide much needed capacity to relieve the pressure on the West Coast Main Line and provide greater connectivity for Warwickshire residents and visitors. If a new railway is to be built then it is both desirable and efficient to build it to modern high speed standards. HS2 will shrink the journey between Birmingham and London and this will lead to significant economic benefits across the Midlands including Warwickshire.  2 – Opportunities and Constraints  I support the details outlined in section two. I will set out below, in my response to section 4, how I believe that some these general points can be addressed in addition to the details already within the Draft Strategy.  3 – Developing the Strategy  The four objectives and eleven policies contained within this section I endorse and support.  Specifically;  a) The need to realise the doubling of the entire section of railway between Milverton Junction, Leamington Spa and Gibbett Hill, Coventry is crucial to address capacity constraints affecting both local and national passenger rail services as well as freight traffic flows. The choice to promote and deliver this improvement was presented in Network Rail’s West Midlands & Chilterns Route Study (WMCRS) published in August 2017. Doubling the railway between Leamington Spa and Coventry will make a significant contribution to unlocking the full benefit of the NUCKLE service concept as well as enabling potential to extend the service to and from Warwick and Stratford upon Avon.  b) There is no capacity left on the West Coast Main Line, the busiest mixed traffic railway in Europe. The greater West Midlands, of which Warwickshire is a part, depends upon HS2 as a key enabler for sustainable economic development and growth, that in turn ensures the well-being and amenity of its communities. Consequently, support for HS2 is critical to enable realisation of the strategy and the benefits that are sought and much needed to improve all (existing and new) rail services for passengers and indeed freight flows through the county.  Generally;  Network Rail’s WMCRS refers to the fact that the rate of rail passenger rail growth in the West Midlands at 4.3% per year is higher than the national average. In addition to this are the projections that peak hour demand growth related to rail travel into Birmingham by commuter services will reach 49% by 2023 and 114% by 2043.  Similarly, growth with long distance and interurban services into Birmingham is forecast to be up to 45% by 2023 rising up to 118% by 2043. These figures are considered to be conservative when one considers the effects of vehicle emission related charges for vehicular traffic in greater Birmingham and the additional demand for rail services that will arise from modal shift.  It is imperative that these elements are taken fully into account by the WRS to ensure the progress that Warwickshire has made to date can continue and as far as possible remain ahead of the curve.  166 Windy Arbour, Kenilworth, Warwickshire CV8 2BH email: fraserpithie@me.com    Consequently, the WRS should include greater and more explicit consideration of aspirational elements, that if accelerated, would provide additional capacity to provide the additional rail services that are likely and the journey flows that will be required.      4 – Identified Improvements  B. North - South Rail Services  Kenilworth Service Frequency  The need to move to a 30 minute frequency of train service in both directions at Kenilworth requires to be included in planned improvements for this corridor. The precursor to such a service frequency would need the doubling of the existing single line between Coventry and Leamington Spa, the case for which is overwhelming given the volume of express passenger and freight services requiring to use this corridor. Further a second platform requires to be completed at Kenilworth to facilitate the usage of a more frequent service and doubled railway track. This requirement needs to be highlighted and included within the WRS to ensure adequate prior planning and avoidance of any delay to the delivery of such a service.  Warwick University Station  Investigating the provision of a new strategic multi modal station to serve Warwick University I strongly support but with the caveat that this can only be pursued if complete doubling of the line between Leamington Spa and Coventry is implemented or as part of such implementation.  Leamington Spa There is strong and daily evidence that Leamington Spa is now a serious operational constraint that is frequently causing delays to both passenger and freight services. The current track configuration, particularly at the western approach, severely limits the efficient and punctual passage of trains with the potential to spread delays to numerous other services once one service has led to a delay within the station area.  Platform 1 is currently not used for passenger services and needs to be brought back into usage. A comprehensive remodelling of the track at Leamington Spa would release considerable capacity for the network. It would be helpful if the WRS included Leamington Spa station and this element and highlighted it as a need and priority to enable the accommodation of expanded train services.  Nuneaton  The evaluation and potential development of additional stations on the rail network at Nuneaton is innovative, welcome and supported. The approach outlined demonstrates cognisance that Nuneaton’s railway station faces significant constraints in terms of access. Parking is limited by the confined nature of the site and little if any potential for expansion. Attracting more vehicles to and from the station is undesirable when more locally situated rail stations could provide much better access to rail services and enable users to avoid the need to use a motor vehicle.      Henley in Arden I am encouraged by reference in the WRS to pursue the expansion of train services at Henley in Arden. This aim is in line with demand from users and meets the increasing need to facilitate access to rail services and the rail network in the area north of Stratford upon Avon before the Solihull metropolitan area. Henley in Arden requires a thirty-minute (turn up and go) interval service. A service frequency at this level would be facilitated by the three trains an hour service pattern between Stratford upon Avon and Birmingham, with two travelling via Henley in Arden and one travelling via Solihull.  Significant improvement to station facilities will be the key element that is crucial to the success of this aim. While community based initiatives will be the best way to develop station facilities by restoring the existing GWR station building there is a corresponding need to address car parking arising from expansion of services.  I believe that the WRS should press the Local Planning Authority to permit development to the west of the station that facilitates adequate car parking sized to meet future demands by up to thirty years. This may involve incursion into the Green Belt but I contend the need to reduce motor vehicle flows to and from the Solihull conurbation and greater Birmingham and the environmentally based issues such as emissions that arise transcend any rigid adherence to the Green Belt.    Stratford upon Avon  • Birmingham Services  The provision of a 20 minute (turn up and go) frequency train service between Stratford upon Avon and Birmingham is a key priority and reference to it in the WRS is welcome and supported. Together with support from WMRE this service improvement can be delivered relatively as there is no need for additional rail infrastructure.  Two trains an hour between Stratford upon Avon and Birmingham via Henley in Arden, with one running semi-fast beyond Whitlocks End calling at Wythall and Henley in Arden only and the other calling all stations, together with one service an hour between Stratford upon Avon and Birmingham via Solihull would provide a robust and effective train service. Such a service, with adequate visibility through marketing and local enabling infrastructure would enable a significant modal shift and contribute toward reducing the higher than average usage of motor vehicles in and around Stratford upon Avon.  • London Services  Direct trains services between Stratford upon Avon and London are imperative to encourage visitors to the town which is one of the UK’s major visitor attractions. The road system and traffic volumes encountered daily in and around Stratford upon Avon are congested at best and horrendous at worst. Air quality, mobility and the affect upon the amenity of life for local residents are all negative and lead to a deleterious effect upon the town’s environment.  The railway provides an existing transport facility which has the potential to significantly improve all of the negative factors outlined in the preceding paragraph. Development of more frequent rail services between London and Stratford should be a key aim of the WRS, this could take one of two forms.      1. Increased direct Stratford upon Avon >< London Marylebone train services.  These services could improve connectivity but the ability to accommodate such services along the Cherwell Valley (Leamington Spa to Aynho Junction south of Banbury) is severely constrained by the lack of capacity on this section of line. This limitation is further compounded by the high service frequency and associated lack of capacity on the Chiltern route between Aynho Junction and Marylebone caused by Birmingham >< London and Oxford>< London services.  Consequently, I suggest the WRS makes a stronger commitment to extending the NUCKLE services to include Stratford upon Avon by giving such an idea higher priority within the NUCKLE scheme. While the service would not provide direct trains with London, a regular frequency of service that was at least hourly and that connected at Leamington Spa with London services would be more attractive to passengers, be they visitors or local residents.  I recognise that there are at least three key dependencies in realising a more frequent Stratford upon Avon >< Leamington Spa train service.  a) Removal of the constraint posed by the existing single line section between Bearley Junction to Hatton West Junction by redoubling.  b) Capacity between Hatton South Junction and Leamington Spa, pathing additional services on this section of mixed traffic railway would present some problems although the removal of Cross Country passenger services from this route once the Leamington Spa >< Coventry route is redoubled could contribute towards providing the capacity and flexibility needed.  c) The need to address Leamington Spa as set out above.      2. Direct train services between Stratford upon Avon and London Paddington  The re-introduction of train services between London Paddington and Stratford upon Avon would enable direct connectivity with Oxford, Reading, Heathrow Airport\* and Paddington (Crossrail + 5 Underground Lines). Oxford has repeatedly been shown to be the most popular destination after London for passengers using Stratford upon Avon station. The city of Oxford is a key UK visitor destination so it is no surprise that Oxford is seen as a key destination. The route to Paddington also provides access to Windsor at Slough and also connectivity with Gatwick Airport by train via Reading.  A London Paddington >< Stratford upon Avon service could operate using the existing network but would face some of the same capacity constraints affecting Stratford upon Avon >< London Marylebone services.  Namely;  a) The constraint posed by the existing single line section between Bearley Junction to Hatton West Junction.  b) The ability to accommodate such services along the Cherwell Valley (Leamington Spa to Aynho Junction south of Banbury) would be severely constrained by the lack of capacity on this section of line.    c) Capacity between Hatton South Junction and Leamington Spa, pathing additional services on this section of mixed traffic railway would present some problems although the removal of Cross Country passenger services from this route once the Leamington Spa >< Coventry route is redoubled could contribute towards providing the capacity and flexibility needed.  d) While the service would not be affected by the constraints south of Aynho on the Marylebone route it could face capacity issues at Oxford unless the services provided were effectively London Paddington >< Oxford services extended to and from Stratford upon Avon rather than laying over at Oxford.  3. Additional Capacity  I welcome the fact that Warwickshire is engaged with the work to upgrade the North Cotswold Line and is a member of the North Cotswold Line Task Force and that WRS states that when there is certainty over the North Cotswold Line upgrade, Warwickshire will work with partners to review the economic case for reinstating the Stratford to Honeybourne railway line.  I firmly believe that the first step in evaluating this project must be a holistic Economic Impact Study that covers both residential and employment factors but that also includes visitors and the visitor economy which is critical to Stratford upon Avon and South Warwickshire.  The results arising from a thorough EIS would enable a decision to be taken to promote a scheme to reinstate the line, or if this was not financially viable due to cost exceeding payback and GVA considerations, then the results of the EIS could support investment north of Stratford upon Avon in terms of potential redoubling Bearley Junction to Hatton West Junction. In either situation the EIS results would be useful in supporting investment to realise the redoubling of the remaining single line sections of the Cotswold Line being pursued by the North Cotswold Task Force.  However, investment north of Stratford is a much less attractive option because it does not facilitate southward and westward travel and the considerable constraints on the Cherwell Valley route, as detailed earlier in this response to the consultation, would remain making service improvements and greater capacity very difficult.  The scheme should have more visibility within the WRS and a basic set of potential drivers should be included so what a reopened route could do would be better understood. Inclusion of this would not in any way confer support towards reopening but would put markers down that are important locally, regionally and nationally. I believe that the following suggested narrative would realise this aim:  The reinstatement of the Stratford – Honeybourne railway line has become more pertinent and highlights the increasing need and importance in considering rail infrastructure expansion where building new lines, given the predicted growth and development of the region can also unlock potential visitor growth.  • The former Long Marston Airfield site has been allocated for a new settlement and been granted Garden Village status by the government. The site is currently being developed with an initial build of 400 dwellings and proposed development to eventually provide 3,500 dwellings in 12 years.  com    • Combined with the housing growth planned for Stratford-uponAvon over the next 15 years, 9,000 new homes are due to be built in the area. These proposed developments will lead to a rise in population and, without alternative means of transport, an estimated increase of 10,000 vehicles.  • A railway link between Stratford and Long Marston could support the new housing development that is being promoted in the region, as well as promote modal shift away from the private car, alleviate Stratford’s already significant car-induced visitor volumes, and facilitate direct rail connectivity for home/employment with the main hubs of Birmingham (50 minutes) and London (105 minutes).  • Nearby Worcestershire Parkway (opening 2019) could also enable direct rail connectivity with both the South West and South Wales from South Warwickshire and North Gloucestershire.  • A new line could also provide a significant uplift in visitors by rail for the key UK visitor destination of Stratford upon Avon estimated to be worth up to an extra £17m a year to the local economy.  • A reopened line would also provide for a West Midlands/South Midlands bi -directional orbital service linking Birmingham, Worcester, the South West and South Wales, Evesham and Stratford upon Avon creating a parallel infrastructure to the planned development by Midlands Connect of the A46 corridor.  • The effects on an existing town and district such as Evesham, that has no direct train service with Birmingham, would be profound as a direct service taking around just 60 minutes would unlock existing and planned housing in and around Evesham (Wychavon) to a market for those wishing to work in the city but live in the Vale of Evesham. Positive effects on both the local economy and house prices would result.  • Reopening this line would add much-needed resilience back into the regional and national rail network enabling a diversionary rail route to the busy mixed traffic Cherwell Valley route between Birmingham Leamington Spa and Oxford and also the Birmingham - Cheltenham route |