

# Portfolio Holder (Environment) Decision Making Session

7 August 2009

## Agenda

A Portfolio Holder (Environment) Decision Making Session will be held at **SHIRE HALL, WARWICK** on **FRIDAY 7 August 2009 at 10.10 am. Or on rising of Portfolio Holder (Leisure, Culture and Housing) Decision Making Session, if this is later.**

The agenda will be:

### 1. General

#### **Members' Disclosures of Personal and Prejudicial Interests.**

Members are reminded that they should declare the existence and nature of their personal interests at the commencement of the item (or as soon as the interest becomes apparent). If that interest is a prejudicial interest the Member must withdraw from the room unless one of the exceptions applies.

Membership of a district or borough council is classed as a personal interest under the Code of Conduct. A Member does not need to declare this interest unless the Member chooses to speak on a matter relating to their membership. If the Member does not wish to speak on the matter, the Member may still vote on the matter without making a declaration.

### 2. Consultation Response to West Midlands Region Rail Development Plan

Report of the Strategic Director of Environment and Economy enclosed.

### 3. Any Other Urgent Business

**JIM GRAHAM**  
Chief Executive  
Warwickshire County Council  
July 2009

Cabinet Portfolio Holder for Environment: Councillor Alan Cockburn  
[cllcockburn@warwickshire.gov.uk](mailto:cllcockburn@warwickshire.gov.uk)

**General Enquiries:** Please contact Janet Purcell, Cabinet Business Manager  
Tel 01926 413716 or email: [janetpurcell@warwickshire.gov.uk](mailto:janetpurcell@warwickshire.gov.uk)

The public reports referred to are available on the Warwickshire Web  
[www.warwickshire.gov.uk/committee-papers](http://www.warwickshire.gov.uk/committee-papers)

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Portfolio Holder (Environment) Decision Making Session

**Date of Committee** 7 August 2009

**Report Title** Consultation Response to West Midlands Region Rail Development Plan

**Summary** A consultation is taking place on the Draft West Midlands Rail Development Plan which has been published by the Regional Rail Forum. The document sets out proposals for rail improvements across the West Midlands Region. It is recommended that the Portfolio Holder notes the contents of the report and approves the proposed response of the County Council.

**For further information please contact** Peter Barnett  
Team Leader - Transport Planning  
Tel. 01926 735666  
peterbarnett@warwickshire.gov.uk

**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** West Midlands Region Rail Development Plan – Summary Draft for Consultation June 2009 West Midlands Region Rail Development Plan – Draft for Consultation June 2009.

**CONSULTATION ALREADY UNDERTAKEN:-** Details to be specified

Other Committees  .....

Local Member(s)  .....  
(With brief comments, if appropriate)

Other Elected Members  Councillor D Bryden } for information  
Councillor M Doody }  
Councillor R Sweet }  
Councillor J Whitehouse }



Cabinet Member  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Councillor A Cockburn

Chief Executive

.....

Legal

I Marriott – agreed.

Finance

.....

Other Chief Officers

.....

District Councils

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Health Authority

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Police

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Other Bodies/Individuals

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**FINAL DECISION**

**YES/NO** (If 'No' complete Suggested Next Steps)

**SUGGESTED NEXT STEPS :**

*Details to be specified*

Further consideration by this Committee

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To Council

.....

To Cabinet

.....

To an O & S Committee

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To an Area Committee

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Further Consultation

.....

## Portfolio Holder (Environment) Decision Making Session

### Consultation Response to West Midlands Region Rail Development Plan

#### Report of the Strategic Director for Environment and Economy

##### Recommendation

That the Portfolio Holder notes the contents of the report and approves the proposed response of the County Council.

#### 1. Introduction

- 1.1 A consultation is being undertaken on the West Midlands Region Rail Development Plan (The Rail Development Plan) which has been produced by Centro, the Passenger Transport Executive for the Metropolitan Districts of the West Midlands, on behalf of the Regional Rail Forum.
- 1.2 The Regional Rail Forum includes representatives from local authorities, Centro, Network Rail, train companies, central government, Advantage West Midlands and other stakeholder and business organisations from across the whole of the West Midlands Region. The Forum reports to the Regional Transport Partnership of the West Midlands Regional Assembly.
- 1.3 The Rail Development Plan is designed to build on the Centro Rail Network Development Strategy for the West Midlands conurbation which was issued in 2007 and to support the region's Transport Priorities Action Plan, launched in 2008 which identified the importance of rail capacity increase to the region in achieving wider economic, environmental and social objectives.
- 1.4 The Rail Development Plan has been prepared in parallel with the plans of Network Rail, rail companies, Centro and Local Transportation Authorities in the West Midlands to achieve a coherent and consistent plan for rail development across the whole of the region. It will assist in justifying and securing central government and other funding for rail improvements in the Region both directly and indirectly through Regional Funding Allocations and the funding provided to Network Rail and rail companies.
- 1.5 Negotiations with rail industry partners have already resulted in a number of the enhancements being confirmed, including over £90m of investment committed to the West Midlands network in Network Rail's funding plan for 2009-2014.

- 1.6 Copies of the Route Plans which affect the rail network in Warwickshire are attached as **Appendix 'A'**. A copy of West Midlands Region Rail Development Plan – Draft for Consultation is available at [http://www.centro.org.uk/consultation/rail\\_development\\_plan.asp](http://www.centro.org.uk/consultation/rail_development_plan.asp)

## 2. Implications for Warwickshire

- 2.1 County Council Officers attend the Regional Rail Forum and have been fully involved in the process of preparing the Rail Development Plan and the earlier Centro Rail Network Development Strategy. As a result the Rail Development Plan reflects the rail policies and proposals of the Warwickshire Local Transport Plan and will provide support for the County Council's schemes and its bids for funding to regional and central government.

## 3. Financial Implications

- 3.1 It is not yet clear as to the extent to which the Rail Development Plan will be funded although there are no binding financial implications for the County Council. The County Council may be requested to make a financial contribution towards schemes which would directly or indirectly benefit Warwickshire. However, as the transportation authority for the county, it will remain able to make its own choices regarding investment priorities.

## 4. Proposed Response

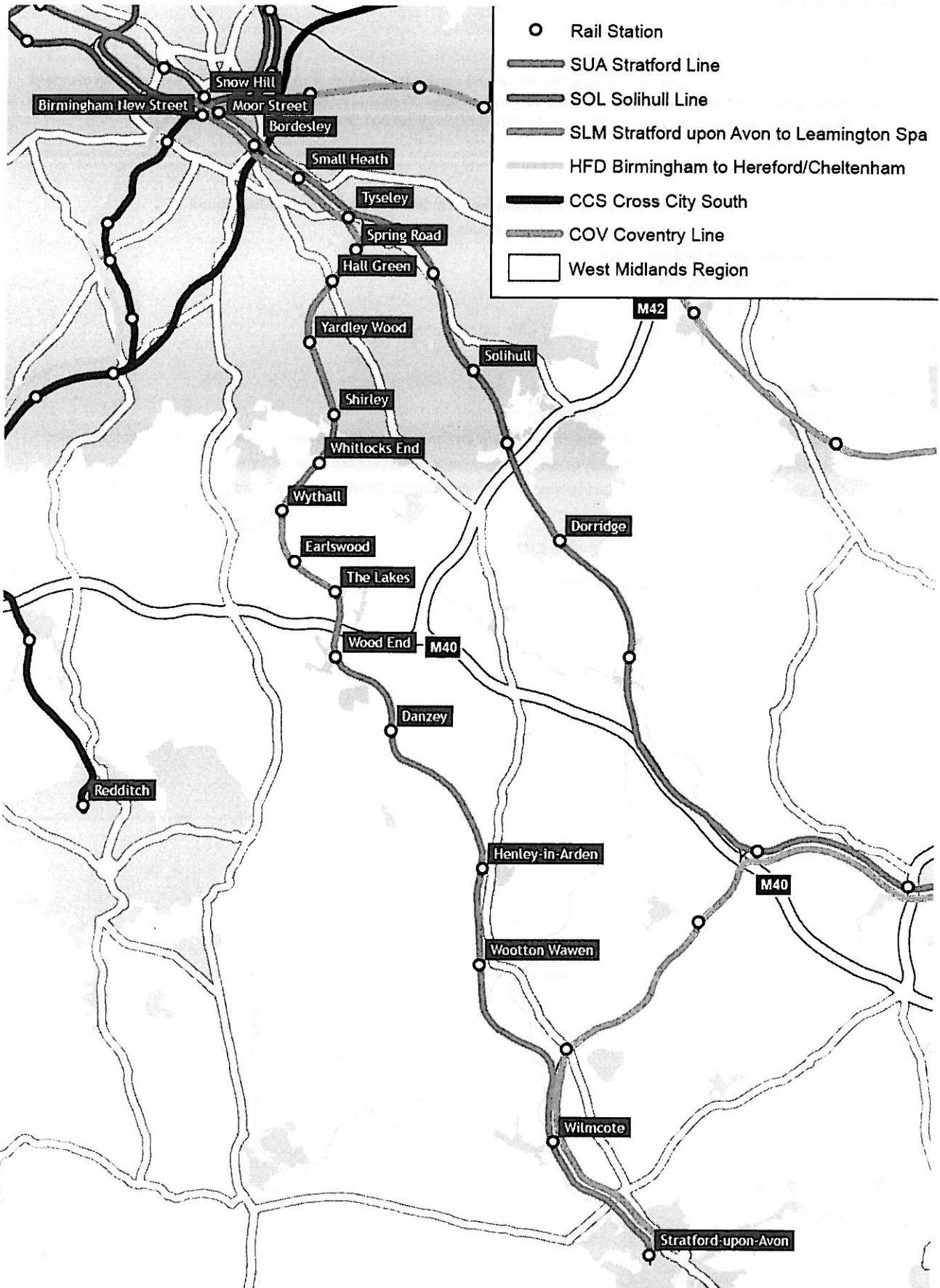
- 4.1 It is proposed, subject to the approval of the Portfolio Holder, that a consultation response in the form of the draft attached as '**Appendix B**' be made.
- 4.2 In summary, the County Council's response makes the following points:-
- (i) The County Council welcomes the West Midlands Region Rail Development Plan and the support it will provide for rail improvement schemes and bids for funding from regional and central government and other sources.
  - (ii) The County Council supports the 'Network-wide' schemes of timetable improvements, train lengthening, station improvements and Park and Ride expansion.
  - (iii) The County Council supports the route specific schemes.

PAUL GALLAND  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

23 July 2009

**SUA Stratford Line (Birmingham – Shirley – Stratford upon Avon)**

Route Map



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## **Route Description**

### **Route Description**

The Stratford Line is an important route for local passenger services serving both commuter and leisure travel markets. The standard weekday service pattern is provided by London Midland, offering a regular 20 minute frequency to Shirley with an hourly extension to Stratford. The last weekday services on the route currently depart Birmingham and Stratford too early at only 20.30.

### **Key Growth Drivers**

- » Birmingham City Centre growth – including major redevelopments at Snow Hill and around Moor Street
- » Traffic congestion in A34 corridor is increasing the attractiveness of rail
- » New housing development at Dickens Heath
- » London Midland diesel fleet upgrade
- » Tourism potential of Stratford-upon-Avon
- » Park and Ride potential at Stratford Parkway tapping wide catchment area

### **Current Constraints**

- » Car parking along route at capacity suppressing demand
- » All stations service to Stratford is slow and many intermediate stations are poorly patronised due to low population densities
- » Poor service offer and Park and Ride provision south of Shirley limits attractiveness of route for encouraging modal shift.
- » Evening / late night services are poor with last service from Birmingham to Stratford at 2030 and only hourly frequency between Birmingham and Shirley
- » Current signalling restricts capacity of route
- » Poor track layout at Stratford
- » Limited track capacity at Snow Hill and Moor Street reduces operational flexibility
- » Moor Street southbound platform narrow and congested
- » Sunday service only hourly

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p><b>Shirley – Stratford resignalling IN16</b></p> <p><b>Improved track layout at Stratford IN17</b></p> <p><b>Relocate Shirley turn-back facility to Whitlocks End IN18</b></p> <p>Increase line speed from 60 to 75mph IN19</p> <p>Reinstatement of Plat 4 at Snow Hill IN20</p> <p><b>Stations:</b></p> <p><b>Snow Hill station improvements ST25</b></p> <p><b>Moor St reconnect bay platforms ST26</b></p> <p><b>Accessibility improvements at Shirley ST27 and Henley in Arden ST28</b></p> <p>Yardley Wood station upgrade ST29</p> <p>Increased parking at Hall Green ST30, Yardley Wood ST31, Whitlocks End ST32</p> <p><b>Platform lengthening at specific stations on route ST33</b></p> <p>Ticket office at Whitlocks End ST32</p> <p>Stratford station redevelopment ST34</p> <p><b>New station at Stratford Parkway ST35</b></p> <p>Car Park extensions at Henley in Arden, Wythall and Earlswood ST151</p> <p>Spring Road new booking office and other improvements ST37</p>	<p><b>Infrastructure:</b></p> <p>Trackwork changes to accommodate Camp Hill chords and new 4-track route into Moor Street IN7</p> <p><b>Stations:</b></p> <p>Major upgrade at Snow Hill ST24</p> <p>Further upgrade at Moor Street with connection of Camp Hill/ Tamworth lines ST36</p> <p>Further platform lengthening to cater for growth ST38</p> <p>Further car park expansions ST39</p>
<p><b>Services:</b></p> <p><b>Existing Class 150 diesel trains replaced by new Class 172 trains SV14</b></p> <p><b>Train lengthening for growth SV15</b></p> <p>Timetable improvements to take advantage of new rolling stock SV16</p> <p><b>Shirley services extended to Whitlocks End SV17</b></p> <p>New fast services to Stratford SV18</p> <p>Improved evening and weekend services SV19</p>	<p><b>Services:</b></p> <p>Further train lengthening to cater for growth SV20</p>
<p><b>Freight:</b></p> <p><b>Other Potential Schemes:</b></p> <p>Route electrification IN21</p> <p>Accessibility improvements at Danzey, Wootton Wawen, The Lakes, Wilmcote and Wood End ST150</p> <p>Preserve option for long-term route reinstatement south of Stratford to Honeybourne IN91</p> <p>Provide park and ride site to serve demand off M42 ST40</p> <p>Further frequency enhancements SV21</p> <p>Further train lengthening SV22</p>	<p><b>Freight:</b></p>

**Schemes highlighted in bold have funding identified**

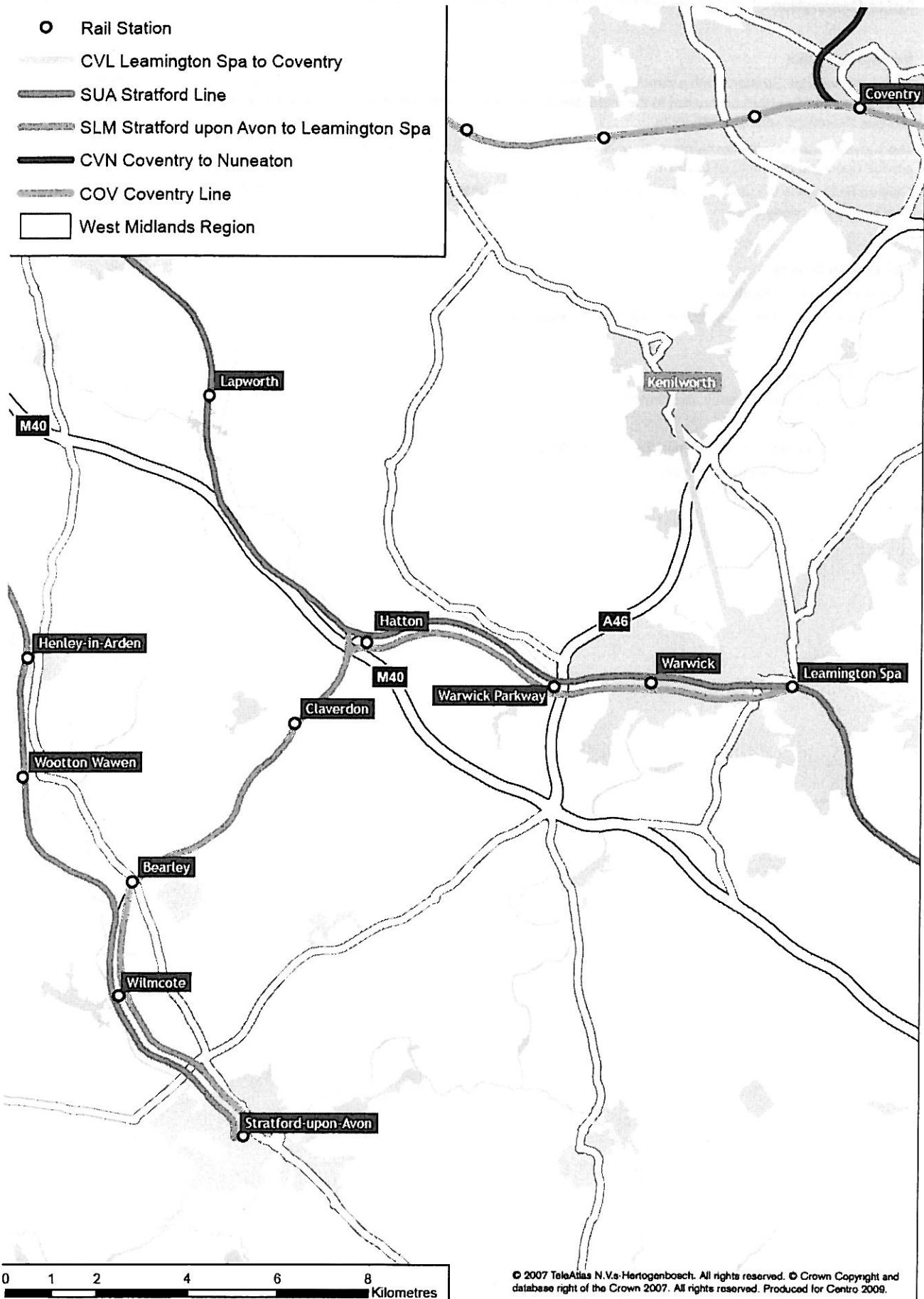


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# SLM Stratford upon Avon to Leamington Spa

## Route Map

- Rail Station
- CVL Leamington Spa to Coventry
- SUA Stratford Line
- SLM Stratford upon Avon to Leamington Spa
- CVN Coventry to Nuneaton
- COV Coventry Line
- West Midlands Region



## **Route Description**

### **Route Description**

This route provides Stratford with a direct connection to London and the south. However it provides a circuitous link between Leamington and Stratford compared to the more direct road network and the provision of only 10 services in each direction per day reduces the attractiveness of the route.

The line also provides an alternative route between Stratford and Birmingham via Solihull, however there is no effective passenger service operating this route at present.

Chiltern Railways is the main operator on the line, providing the direct London services. The intermediate stations have a very sparse service and are poorly used.

### **Key Growth Drivers**

- » Tourism growth in Stratford
- » Potential Stratford Parkway station with direct London service

### **Current Constraints**

- » Single line between Bearley and Hatton
- » Line speed
- » Operational constraints at Leamington and Stratford
- » Level of franchise specification and funding

## Schemes By Control Period

### 2009-2014 (Control Period 4)

**Infrastructure:**

**Shirley to Stratford resignalling IN16**  
**Improved track layout at Stratford IN17**

**Stations:**

Stratford station area redevelopment ST34  
**New station at Stratford Parkway ST35**  
 Improved car parking facilities at Hatton, Leamington Spa and Warwick Parkway expansion ST43  
 Warwick station improvements ST45  
 Step-free access at Warwick ST50

**Services:**

Faster Chiltern Railways services between London and Birmingham SV24

**Freight:**

**Other Potential Schemes:**

Route electrification IN21

### 2014-2019 (Control Period 5)

**Infrastructure:**

Leamington station track layout improvements IN23  
 Increased track and signalling capacity between Hatton and Bearley IN88

**Stations:**

**Services:**

Improved Stratford to Solihull links SV16

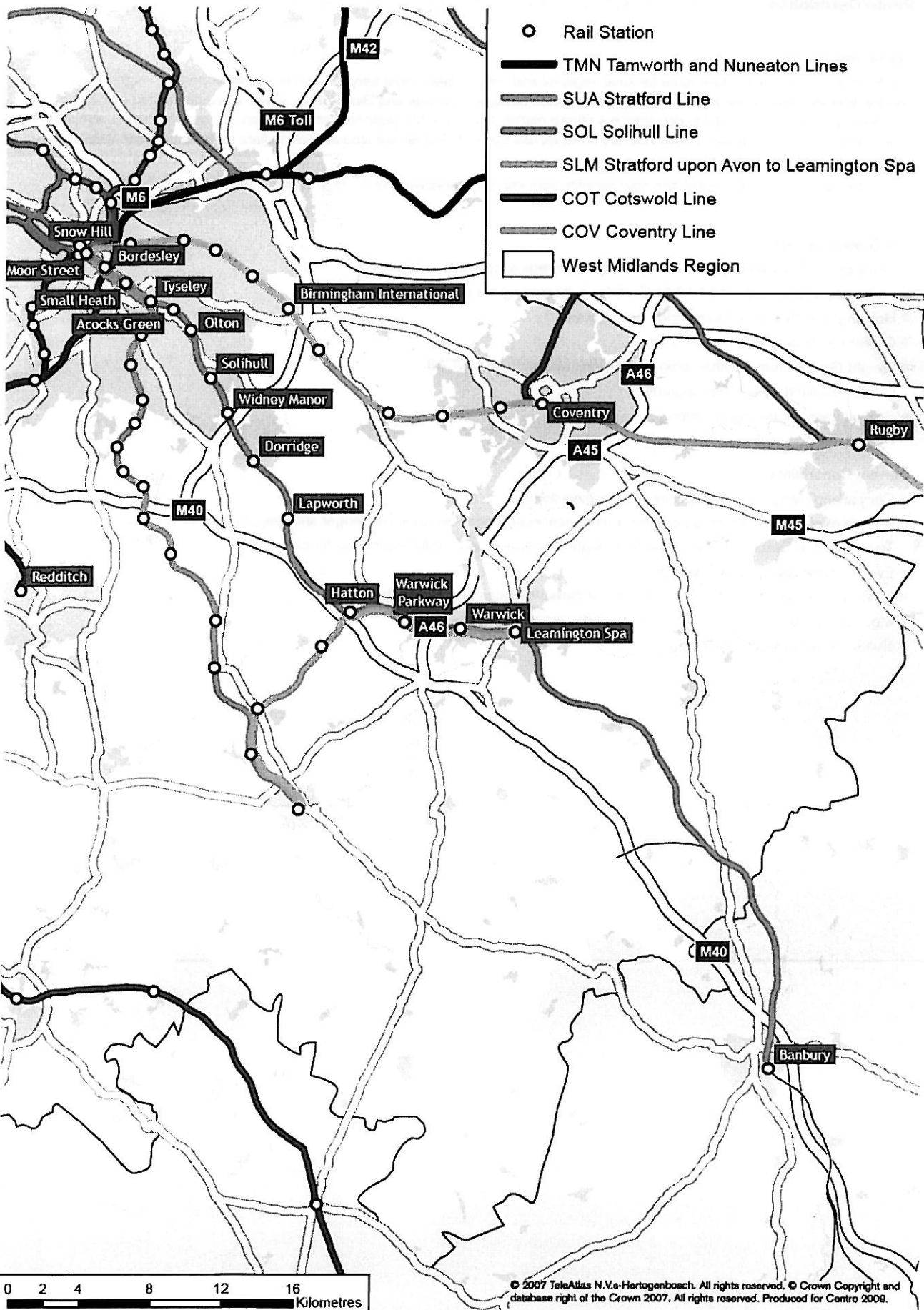
**Freight:**

**Schemes highlighted in bold have funding identified**



# SOL Solihull Line (Birmingham – Solihull – Leamington Spa)

Route Map



## Route Description

### Route Description

The Solihull Line is an important route for local, regional and national passenger services and is also an important freight corridor. London Midland operate the high frequency local service between Dorridge and Birmingham, which is supplemented by Chiltern, who have also been successful in developing a strong market to London Marylebone and are the key operator from the Leamington/Warwick area into Birmingham. Cross Country services use the route but do not stop at intermediate stations between Leamington and Birmingham.

The route was resignalled in 2008 and now benefits from improved headways and a high capacity track layout at Tyseley.

### Key Growth Drivers

- » Birmingham City Centre growth – including major redevelopments at Snow Hill
- » Traffic congestion in the A34 / A41 Corridor is increasing the attractiveness of rail
- » Housing growth around Leamington and Warwick
- » Chiltern Railways development plans
- » Freight Growth from Southampton to the West Midlands and WCML
- » London Midland diesel fleet upgrade
- » Solihull town centre regeneration

### Current Constraints

- » Car parking along route at capacity suppressing demand
- » Mixture of service types limits potential to enhance local, longer-distance passenger and freight services
- » Track layout at Dorridge limits capacity through slow speed and conflicting moves for certain services
- » Evening services on route are poor
- » Limited track capacity at Snow Hill and Moor Street reduces operational flexibility
- » Moor Street southbound platform narrow and congested in peak periods
- » Sunday local services only hourly

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p>Reinstatement of Plat 4 at Snow Hill IN20</p> <p><b>Stations:</b></p> <p><b>Moor St reconnection of bay plats ST26</b></p> <p><b>Snow Hill station improvements ST25</b></p> <p>Solihull station upgrade including improved and expanded car park, new canopies, and general refurbishment, with improvements to interchange with bus services ST42</p> <p>Improved car parking facilities at Hatton, Leamington Spa and Warwick Parkway expansion ST43</p> <p>Platform lengthening at specific stations on route ST44</p> <p>Warwick station improvements ST45</p> <p>Canopies at Widney Manor ST46</p> <p>Step-free access at Warwick ST50</p> <p><b>Services:</b></p> <p><b>Existing Class 150 diesel trains replaced by new Class 172 trains SV14</b></p> <p><b>Train lengthening to cater for growth SV15</b></p> <p>Timetable improvements to take advantage of new rolling stock SV16</p> <p>Improved evening service pattern SV19</p> <p>Improved Sunday service SV23</p> <p><b>Faster Chiltern Railways services between London and Birmingham SV24</b></p> <p>Improved services at Hatton and Lapworth SV106</p> <p><b>Freight:</b></p>	<p><b>Infrastructure:</b></p> <p>Dorridge area remodelling IN22</p> <p>Trackwork changes to accommodate Camp Hill chords and new 4-track route from Bordesley to Moor Street IN7</p> <p>Leamington station track layout improvements IN23</p> <p><b>Stations:</b></p> <p>Major upgrade at Snow Hill ST24</p> <p>Further upgrade at Moor Street with connection of Camp Hill/ Tamworth lines ST36</p> <p>Further platform lengthening to cater for growth ST38</p> <p>Further car park expansions ST39</p> <p><b>Services:</b></p> <p>Further train lengthening to cater for growth SV20</p> <p>Step-free access at Acocks Green ST47, Small Heath ST49 &amp; Tyseley ST48</p> <p>Diversion of Cross Country services away from route frees up capacity SV35</p> <p><b>Freight:</b></p>
<p><b>Other Potential Schemes:</b></p> <p>Route electrification IN21</p> <p>Use of redundant 4-track formation to provide additional capacity on route IN24</p> <p>Further train lengthening to cater for growth SV22</p>	

**Schemes highlighted in bold have funding identified**

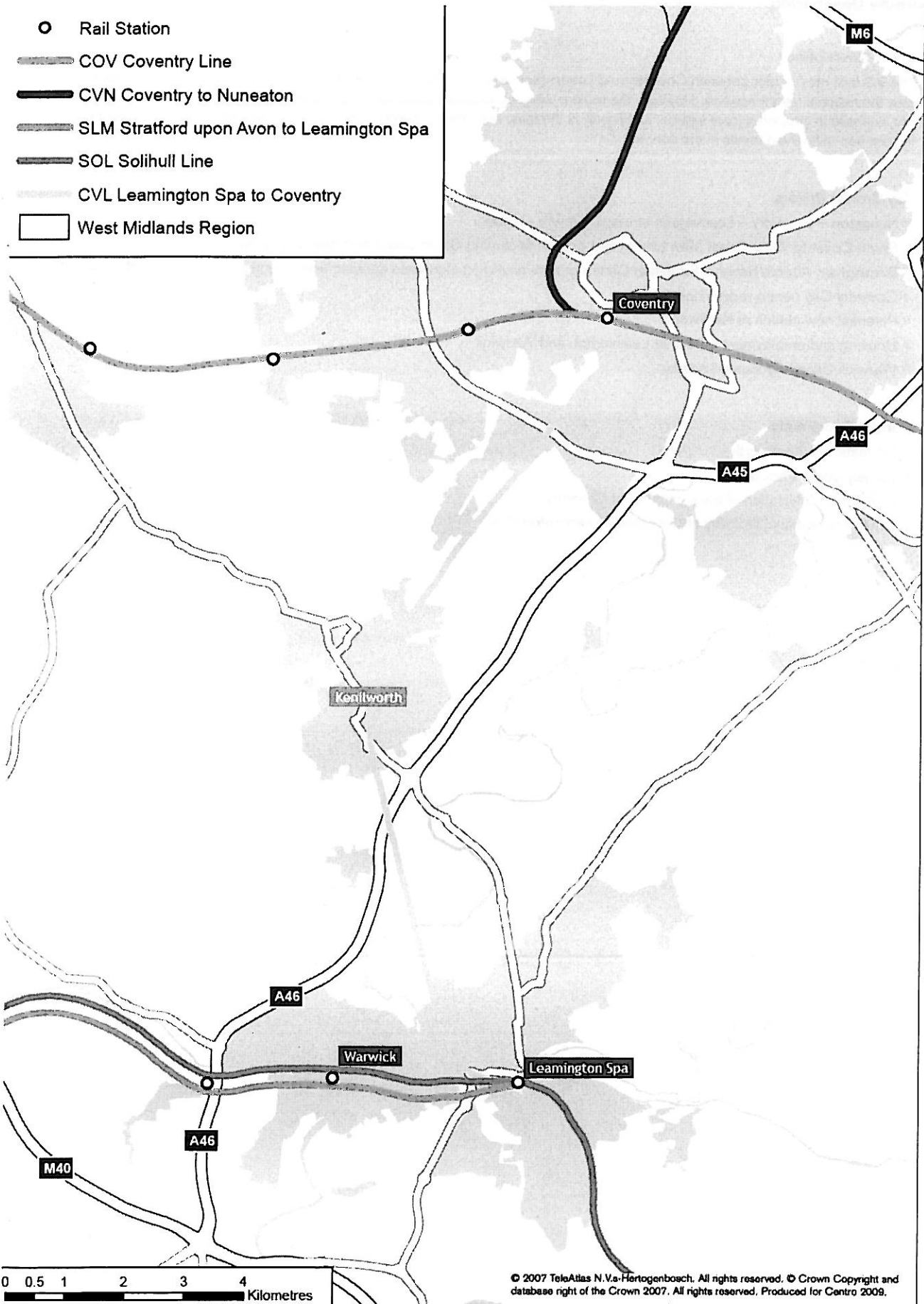


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# CVL Leamington Spa to Coventry

## Route Map

- Rail Station
- COV Coventry Line
- CVN Coventry to Nuneaton
- SLM Stratford upon Avon to Leamington Spa
- SOL Solihull Line
- CVL Leamington Spa to Coventry
- West Midlands Region



## **Route Description**

### **Route Description**

The 9.5 mile rail corridor between Coventry and Leamington is an important link in both the Cross Country passenger network and also the national freight network. However the route is severely capacity constrained, being mainly single track and the capacity is not available to support a local service. Kenilworth is the main settlement on the route and with a population of 24,000 is one of the largest non-rail served towns in the country.

### **Key Growth Drivers**

- » Nuneaton – Coventry – Leamington strategic growth corridor
- » South Coast to West Coast Main Line freight growth (including South Coast port developments)
- » Birmingham Airport/National Exhibition Centre growth providing increased demand from Thames Valley and South Coast
- » Coventry City centre redevelopment
- » Potential new station at Kenilworth
- » Housing and employment growth at Leamington and Warwick
- » Warwick University located nearby

### **Current Constraints**

- » No station at Kenilworth
- » Largely single track route
- » Close to full utilisation of track capacity at Coventry
- » Limited operational flexibility at Coventry & Leamington Spa

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p>Kenilworth – increased speed into loop and loop extension IN30</p> <p>Redoubling track from Kenilworth to Gibbet Hill (Coventry) IN31</p> <p><b>Freight gauge enhancement IN32</b></p>	<p><b>Infrastructure:</b></p> <p>Kenilworth to Leamington doubling IN33</p> <p>Leamington station track layout improvements IN23</p>
<p><b>Stations:</b></p> <p><b>Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56</b></p> <p>New station at Kenilworth ST68</p>	<p><b>Stations:</b></p> <p>Further development around Coventry station ST61</p>
<p><b>Services:</b></p>	<p><b>Services:</b></p> <p>Service provided for Kenilworth SV37</p> <p>Through service between Leamington and Nuneaton SV39</p> <p>Further South Coast to West Coast Main Line container traffic growth SV40</p> <p>All Cross Country services operate via route to serve Coventry and Birmingham International SV35</p>
<p><b>Freight:</b></p> <p><b>Freight gauge enhancement IN32</b></p> <p>South Coast to West Coast Main Line container traffic growth SV38</p>	<p><b>Freight:</b></p> <p>Further South Coast to West Coast Main Line container traffic growth SV40</p>
<p><b>Other Potential Schemes:</b></p> <p>Electrification IN21</p> <p>Network of regional and local services for Coventry and Warwickshire</p> <p>Train / tram serving university</p>	

**Schemes highlighted in bold have funding identified**

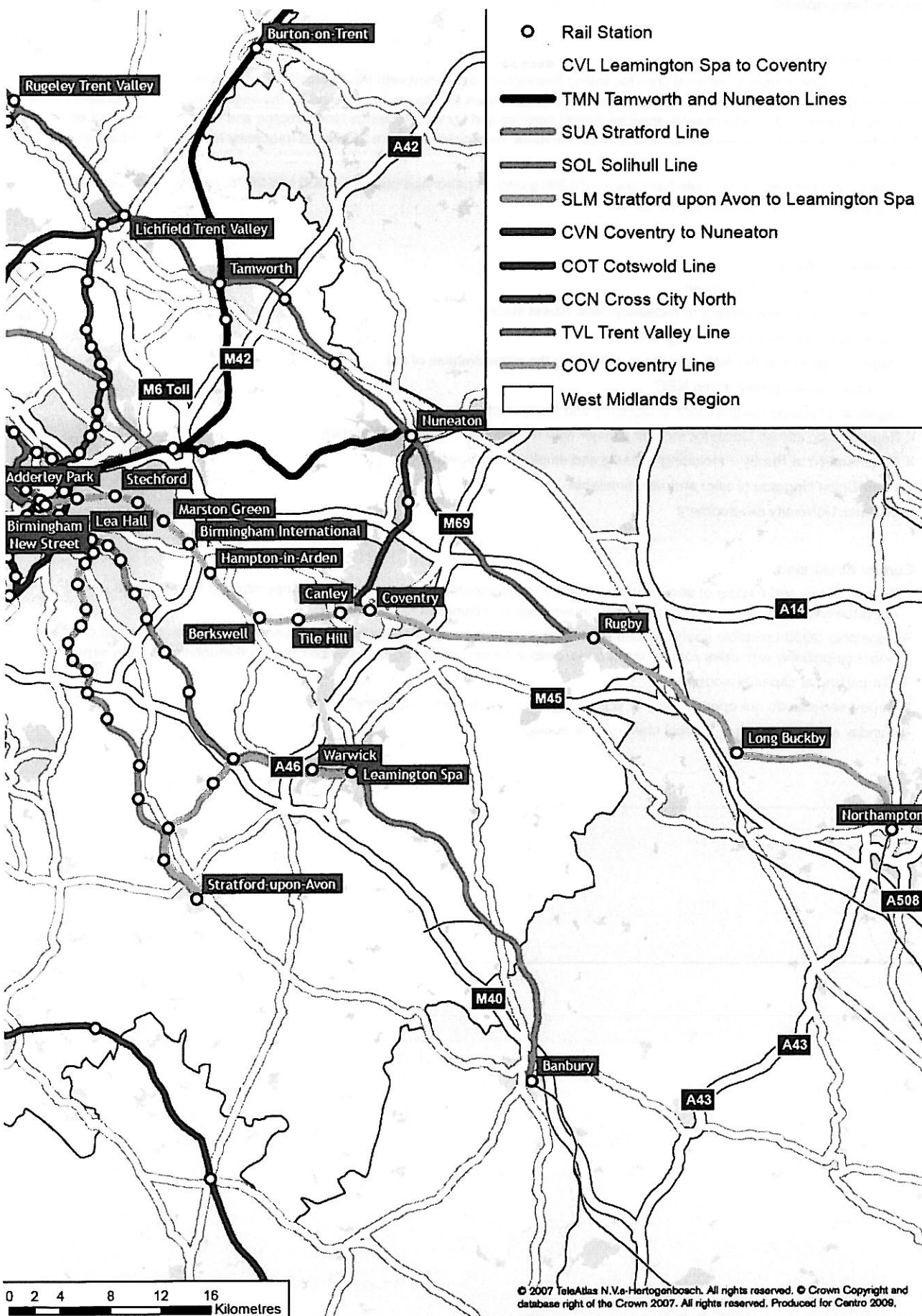






# COV Coventry Line (Birmingham – Coventry – Northampton)

## Route Map





## Route Description

### Route Description

The Coventry Line is both a key local corridor, linking Birmingham city centre with the Airport/NEC and Coventry and is also the main rail route between London and the West Midlands. It is double track and has to accommodate the Virgin West Coast services, Cross Country Bournemouth to Manchester services, freight services and London Midlands Northampton and local services. The December 2008 timetable created a new service structure on the route, developed around a 20-minute frequency New Street to Euston Virgin West Coast service.

AM peak local services on the route have seen a 30.3% growth in patronage between 2005 and 2008, and there has been similar strong growth on other services on the corridor.

### Key Growth Drivers

- » Birmingham City Centre growth
- » Birmingham Gateway project to redevelop New Street station
- » Major expansion plans for Birmingham Airport
- » Traffic congestion in the A45 corridor is increasing the attractiveness of rail
- » Continued development at the NEC
- » Significant housing development at Daventry and Northampton
- » Regeneration across Coventry, including major new development adjacent to station
- » Regeneration at Rugby – including housing and employment growth
- » West Coast Upgrade project and new timetable
- » Warwick University development

### Current Constraints

- » 2-track railway and mixture of service patterns and train operators means that corridor is operating at capacity with limited opportunity for frequency enhancement only in evenings and Sundays
- » December 2008 timetable based around a 20-minute pattern that prevents a half hourly service at local stations and creates poor compatibility with other routes (limits opportunities for cross-Birmingham service creating through-links to the airport)
- » Car parking at capacity along route
- » Airport services do not operate early or late enough to meet demand requirements
- » Sunday service frequency to local stations only hourly.

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b> Provide bay platform at Coventry for Nuneaton services IN26</p>	<p><b>Infrastructure:</b> Birmingham New Street area resignalling IN9 Stechford area remodelling IN27</p>
<p><b>Stations:</b> <b>Birmingham Gateway ST1</b> <b>Tile Hill car park expansion ST52</b> <b>Marston Green car park expansion and bus interchange improvements ST53</b> <b>Hampton-in-Arden car park expansion ST54</b> Berkswell car park expansion ST55 <b>Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56</b> Improved canopies at Marston Green ST66 &amp; Tile Hill ST65</p>	<p><b>Stations:</b> Northampton station upgrade ST57 Stechford station rebuild including step free access ST58 Hampton-in-Arden station upgrade including step-free access ST59 Car park expansion and improvement works at various sites incl. Long Buckby ST60 Further development around Coventry station ST61</p>
<p><b>Services:</b> <b>New Class 350s introduced SV26</b> Improve early and late services to Birmingham International to support airport and National Exhibition Centre growth SV27 Enhance Sunday services SV28 <b>Pendolino lengthening SV29</b></p>	<p><b>Services:</b> Pendolino frequency enhancement to 4tph if growth requires it SV30 Restructuring of local service pattern around Pendolino services SV31 24-Hour service to Birmingham International to support airport growth SV32 Further train lengthening SV33 All Cross Country services operate via route to serve Coventry and Birmingham International SV35</p>
<p><b>Freight:</b></p> <p><b>Other Potential Schemes:</b> 4-tracking Birmingham International to Proof House Jn (or passing loop at Stechford) IN28 Accommodate potential High Speed Line linkage IN29 Rebuild stations in association with 4-tracking ST62 Replace or provide step free access at Adderley Park ST67 Birmingham stations rebuilding in association with potential High Speed Line ST63 Platform lengthening required to cater for high growth ST64 Major recast of service structure in association with 4-tracking and High Speed Line SV34 Further train lengthening to cater for growth SV36</p>	<p><b>Freight:</b></p>

**Schemes highlighted in bold have funding identified**

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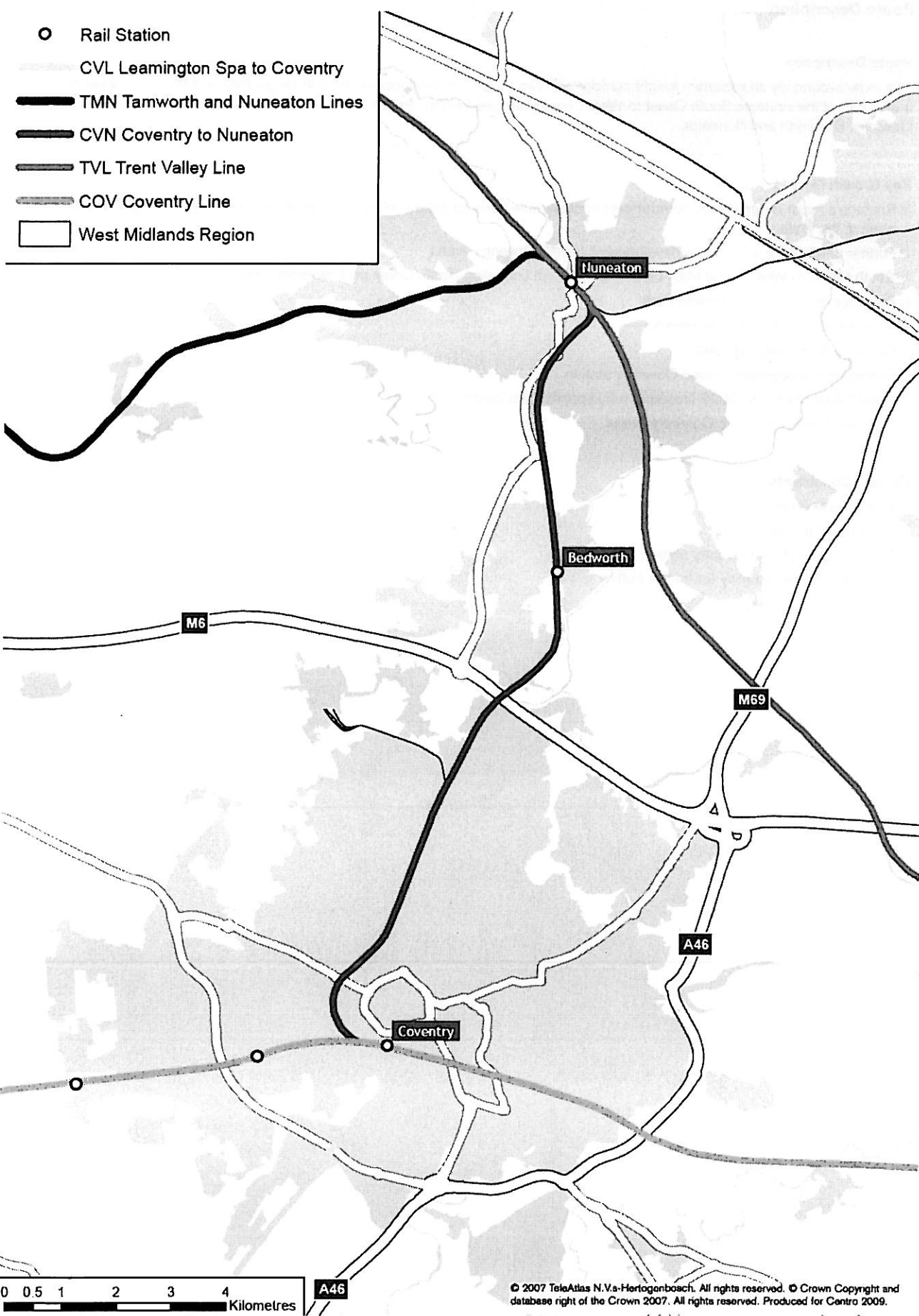
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Business distinguished in bold face listing included

# CVN Coventry to Nuneaton

## Route Map



## Route Description

### Route Description

This route is currently an important freight corridor with two freight terminals located on it (Prologis Park and Murco Petroleum), and it is also part of the strategic South Coast to West Coast Main Line freight corridor. The route has an hourly passenger shuttle serving Coventry, Bedworth and Nuneaton.

### Key Growth Drivers

- » Route is a major regeneration corridor with considerable housing growth likely within both the Coventry City and Warwickshire parts of the route.
- » Further retail, office and leisure development around Coventry Arena
- » South Coast to West Coast Main Line freight growth (including South Coast port developments)
- » Developments around Bermuda Park
- » Coventry City centre developments
- » Coventry Arena event growth
- » Friarsgate development around Coventry station
- » West Coast Main Line 2009 timetable will improve route connectivity
- » Park and Ride potential at Coventry Arena

### Current Constraints

- » 45mph speed limit
- » Poor signal headways
- » Platform capacity at Coventry station
- » Poor operational flexibility for freight traffic

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p><b>Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34</b></p> <p>Route resignalling IN35</p> <p>Line speed improvements IN36</p> <p>Provide bay platforms at Coventry for Nuneaton services IN26</p> <p><b>Freight gauge enhancement IN32</b></p> <p>Improved freight terminal at Murco Petroleum, Hawksbury Lane IN37</p> <p><b>Stations:</b></p> <p>Platform extensions at Bedworth ST70</p> <p>Extension of car parking facilities at Nuneaton ST71</p> <p>New station at Coventry Arena including park and ride provision ST72</p> <p>New station at Bermuda Park ST73</p> <p><b>Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56</b></p> <p><b>Services:</b></p> <p><b>Introduce enhanced frequency Coventry to Nuneaton service SV41</b></p> <p>Longer trains SV42</p> <p><b>Freight:</b></p> <p><b>Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34</b></p> <p><b>Freight gauge enhancement IN32</b></p> <p>Improved freight terminal at Murco Petroleum, Hawksbury Lane IN37</p> <p>South Coast to West Coast Main Line container traffic growth SV38</p> <p>Freight growth to Prologis Park SV43</p> <p><b>Other Potential Schemes:</b></p> <p>Convert route to tram/train operation for local passenger service IN39</p> <p>Dive-under at Nuneaton to facilitate through services between Leicester and Coventry IN89</p> <p>Additional tram stops along route ST74</p> <p>Potential tram/train service linking route to Warwick University SV45</p> <p>Regional through Nuneaton – Leamington service continues with link into wider regional network (Leicester, Oxford) SV46</p> <p>Further freight growth SV47</p>	<p><b>Infrastructure:</b></p> <p>Route electrification IN38</p> <p><b>Stations:</b></p> <p>Further development around Coventry station ST61</p> <p><b>Services:</b></p> <p>Through service between Leamington and Nuneaton SV39</p> <p><b>Freight:</b></p> <p>Further freight growth SV44</p>

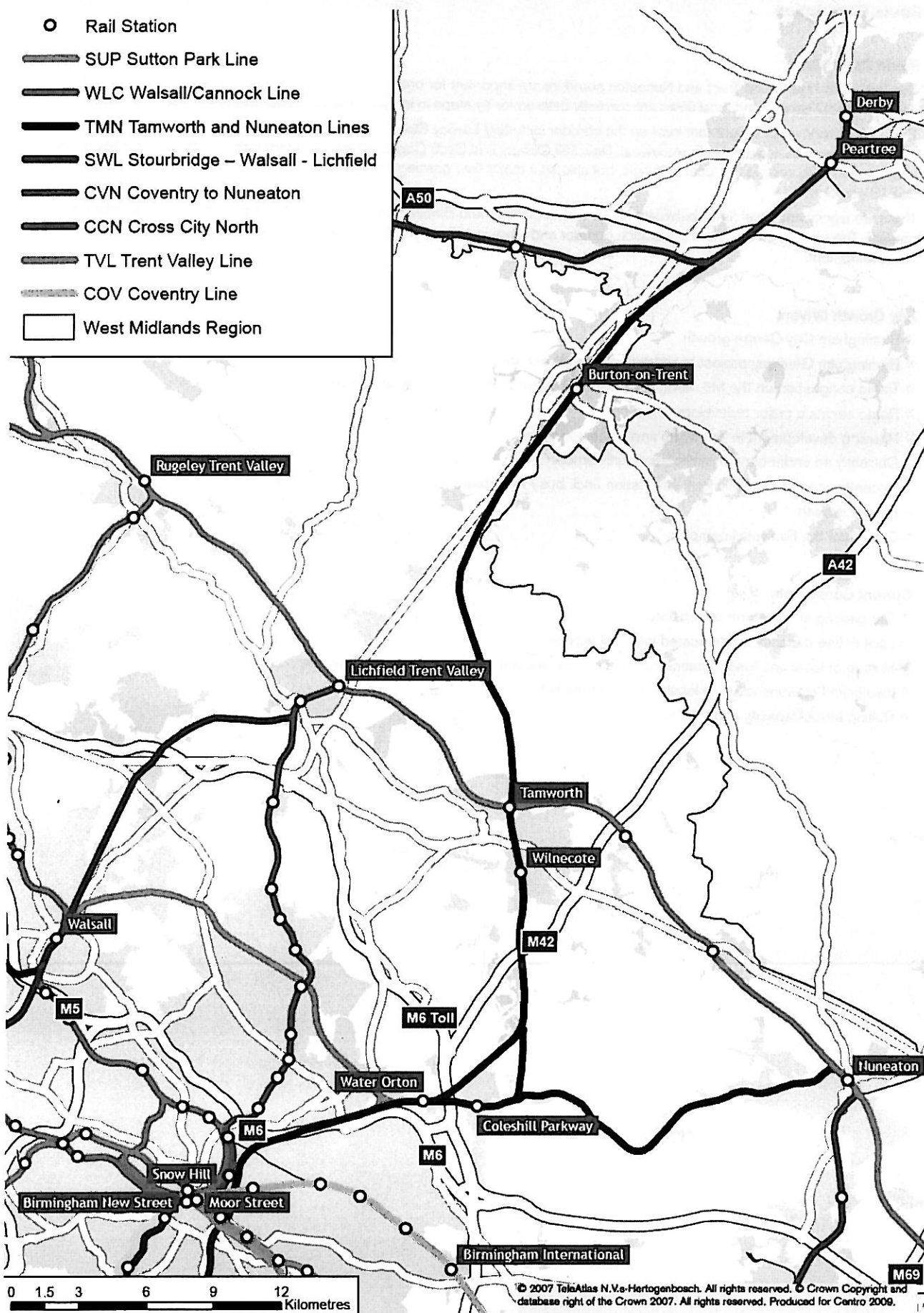
**Schemes highlighted in bold have funding identified**

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# TMN Tamworth and Nuneaton Lines (Birmingham – Tamworth/Nuneaton)

## Route Map

- Rail Station
- SUP Sutton Park Line
- WLC Walsall/Cannock Line
- TMN Tamworth and Nuneaton Lines**
- SWL Stourbridge – Walsall - Lichfield
- CVN Coventry to Nuneaton
- CCN Cross City North
- TVL Trent Valley Line
- COV Coventry Line
- West Midlands Region



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## Route Description

### Route Description

The Tamworth / Burton on Trent and Nuneaton corridors are important for both passenger and freight. However the corridor has no dedicated local service and local flows are currently catered for by stops in longer distance cross country services.

There are several major freight terminals on the corridor including Lawley Street freightliner terminal, Washwood Heath yard, Jaguar at Castle Bromwich, Hams Hall Euroterminal, Daw Mill Colliery and Birch Coppice/Kingsbury terminals. It is therefore a key route for freight traffic both serving the local terminals, but also as a major flow passing through the region (re. Strategic Freight Network & DaSTS corridor).

There are significant travel flows between the Tamworth corridor and Birmingham but rail is not well placed to accommodate these at present. The route is on a major regeneration corridor and there is a significant opportunity for a better rail service to act as a catalyst for development.

### Key Growth Drivers

- » Birmingham City Centre growth
- » Birmingham Gateway project to redevelop New Street station
- » Traffic congestion on the M6, M42, A47 and A38 making rail increasingly attractive
- » Route serves a major redevelopment zone
- » Housing development in Tamworth and Nuneaton areas.
- » Currently an under-served public transport corridor
- » Recently opened Coleshill Parkway station (incl. bus / rail integration)
- » Freight growth
- » Growth of the Fort retail complex

### Current Constraints

- » Car parking at Tamworth at capacity
- » Lack of line capacity for dedicated local rail service
- » Mixture of local and long-distance passengers are accommodated on cross country services
- » Insufficient stations to serve local passenger market
- » Rolling stock capacity and fleet size

## Schemes By Control Period

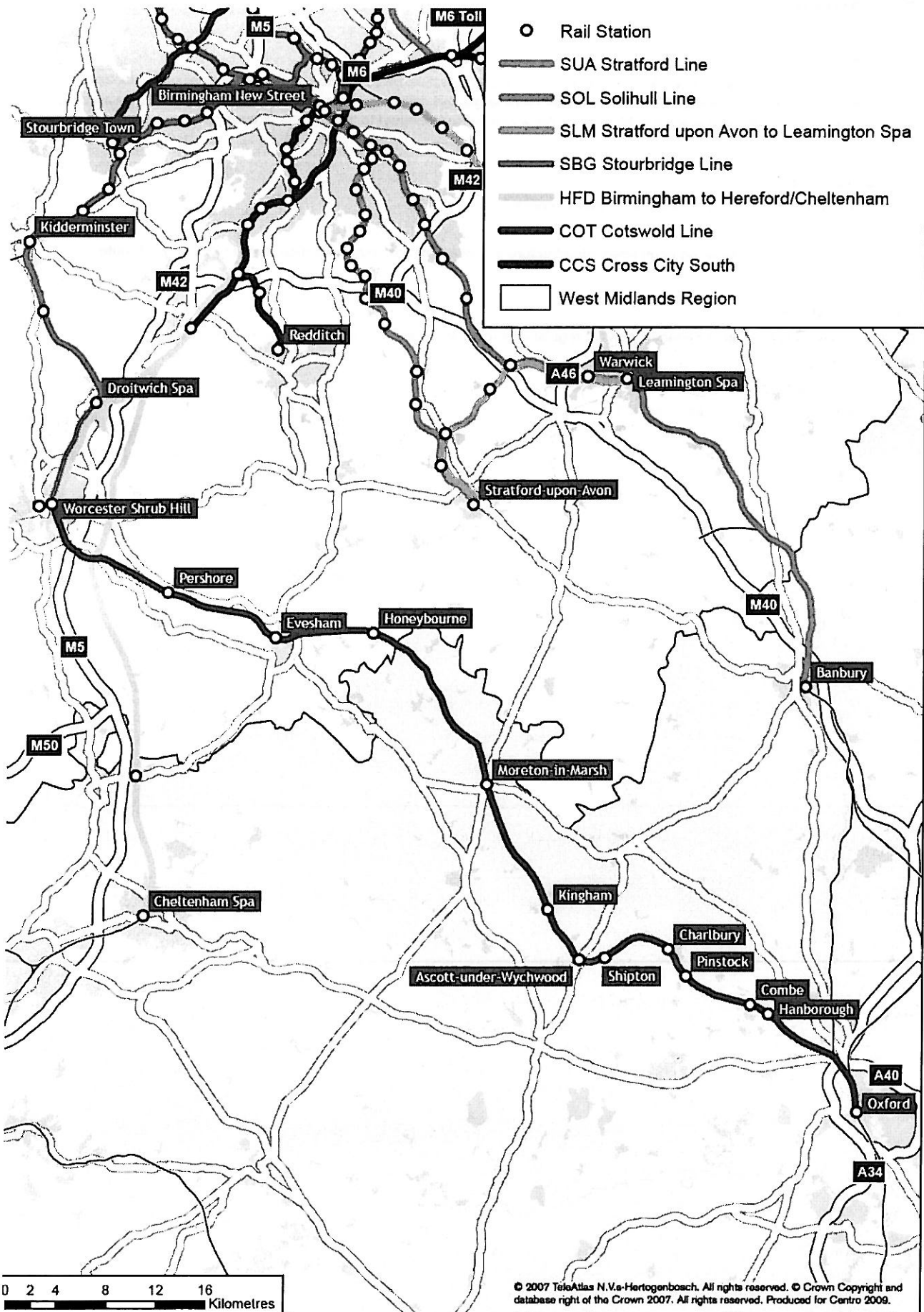
2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p><b>Water Orton corridor re-signalling (2010/11) and associated track layout improvements IN40</b></p> <p>Line speed improvements between Whitacre and Kingsbury Junction IN41</p> <p><b>Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34</b></p> <p>Freight gauge enhancements between Water Orton and Derby IN92</p>	<p><b>Infrastructure:</b></p> <p>Camp Hill chord lines providing direct link into Moor Street station from Tamworth/Nuneaton lines IN7</p> <p>Turnback siding and crossover at Tamworth IN43</p> <p>Nuneaton to Birmingham Proof House electrification IN44</p> <p>Birmingham New Street area resignalling IN9</p> <p>Direct access from Derby direction to Kingsbury freight terminal IN45</p>
<p><b>Stations:</b></p> <p><b>Birmingham Gateway ST1</b></p> <p>Improvement works at Water Orton ST75</p> <p><b>Extension of car park facilities at Tamworth and Nuneaton ST76</b></p> <p>Platform lengthening and station improvements at Wilnecote ST77</p>	<p><b>Stations:</b></p> <p>Moor Street station provision of four terminal platforms ST11</p> <p>Platform lengthening and station improvements at Wilnecote ST77</p> <p>New platform on Nuneaton line at Water Orton ST78</p> <p>New stations at Fort Parkway, Castle Bromwich and Kingsbury ST79</p>
<p><b>Services:</b></p> <p>Train lengthening SV48</p>	<p><b>Services:</b></p> <p>New Tamworth to Birmingham Moor Street local service via Coleshill Parkway SV49</p> <p>Further train lengthening SV50</p> <p>Faster Birmingham to Nottingham service SV51</p>
<p><b>Freight:</b></p> <p>Freight gauge enhancements between Water Orton and Derby IN92</p> <p><b>Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34</b></p>	<p><b>Freight:</b></p> <p>Direct access from Derby direction to Kingsbury freight terminal IN45</p>
<p><b>Other Potential Schemes:</b></p> <p>Tamworth/Derby to Moor Street electrification IN46</p> <p>Full 4-tracking Water Orton to Castle Bromwich IN47</p> <p>New stations at Arley and Galley Common on Nuneaton route ST80</p> <p>New Nuneaton to Birmingham local service SV52</p>	

**Schemes highlighted in bold have funding identified**

*[The following text is extremely faint and illegible due to low contrast and blurring. It appears to be a multi-column document, possibly a report or a list of items, but the specific content cannot be transcribed.]*

# COT Cotswold Line (Worcester – Evesham – Oxford)

## Route Map



## **Route Description**

### **Route Description**

The Cotswold Line provides the key link from Herefordshire and Worcestershire to London. It also has a significant park and ride catchment from south Warwickshire. The route is a mixture of single and double track and passenger services are operated by First Great Western. A freight terminal at Long Marston in Warwickshire is connected to the route at Honeybourne.

### **Key Growth Drivers**

- » Increased significance of Worcester as a regional centre
- » Increased housing growth
- » Service improvements following committed infrastructure improvements on route including partial redoubling of route

### **Current Constraints**

- » Single Line sections restrict capacity, prevent regular interval services and impede on reliability of services
- » Slow journey times
- » Limited car parking opportunities
- » Track layout in Worcester area is restrictive

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b> Redoubling of parts of route IN84</p> <p><b>Stations:</b> <b>Accessibility improvements Worcester Shrub Hill ST15</b> Car park expansion at Worcester Shrub Hill ST16 Enhancement at Honeybourne station including second platform ST155 Improved car parking at Evesham ST156</p> <p><b>Services:</b> Regular hourly service introduced SV94</p> <p><b>Freight:</b></p> <p><b>Other Potential Schemes:</b> Further route re-doubling IN85 Further frequency enhancements with re-doubling SV96</p>	<p><b>Infrastructure:</b> Worcester area re-signalling IN13</p> <p><b>Stations:</b> New Worcestershire Parkway station serving both Cheltenham and Cotswold routes ST18 Worcester Foregate Street refurbishment ST20</p> <p><b>Services:</b> Incremental service enhancements with resignalling at Worcester SV95 Introduction of new rolling stock on Cotswold Line services SV108</p> <p><b>Freight:</b></p>

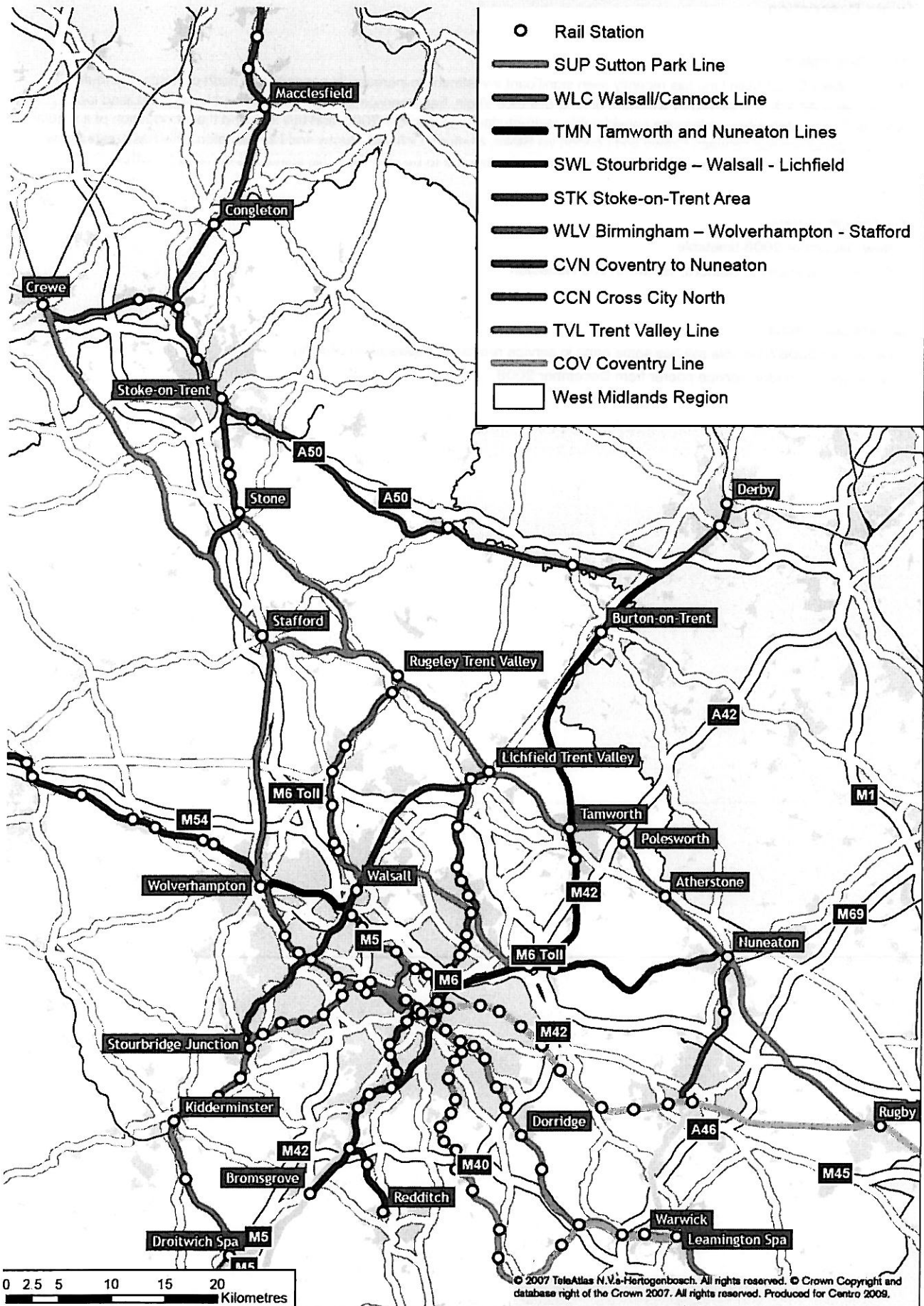
**Schemes highlighted in bold have funding identified**

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# TVL Trent Valley Line (Rugby – Lichfield – Stafford - Crewe)

Route Map





## Route Description

### Route Description

The main West Coast Main Line has recently seen significant investment to increase its capacity and north of Rugby the route is now mainly 4-track. It is served by a mixture of long-distance Virgin Trains services, freight services and London Midland local services. The timetable has undergone considerable restructuring in December 2008, and this included the introduction of a regular interval regional service between Crewe and London via Stoke, Stafford, Lichfield, Rugby and Northampton. This has created new connectivity between the towns on the Trent Valley Line and it remains to be seen how this stimulates demand growth.

### Key Growth Drivers

- » New December 2008 timetable
- » Car park expansion at Stafford, Tamworth and Nuneaton

### Current Constraints

- » December 2008 timetable still has some gaps in service provision, especially in evening
- » Nuneaton to London service poorer from December 2008

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<b>Infrastructure:</b> Completion of West Coast Remodelling work including power supply upgrade IN87	<b>Infrastructure:</b> Stafford area re-modelling IN67
<b>Stations:</b> Car park expansions at Stafford, Tamworth, Nuneaton, Lichfield TV, Atherstone ST147 Rugby station upgrade ST148 Lichfield Trent Valley Station Improvement ST158	<b>Stations:</b> Stafford station improvements in conjunction with track upgrade ST115 Station upgrades and further car park expansion ST150 Lengthen platform at Stone ST159
<b>Services:</b> Review of Trent Valley service provision and further improvements to plug gaps in service SV103 Extra capacity of Pendolino units SV29	<b>Services:</b> Speed up journey times on key flows SV104 Introduction of new rolling stock on WCML services SV107 Additional services between Stone and Manchester / Birmingham SV110
<b>Freight:</b>	<b>Freight:</b>
<b>Other Potential Schemes:</b> Park and Ride station at Madeley to serve Newcastle Under Lyme ST160 Review service provision in light of High Speed line strategy SV105	

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## Consultation Response to Draft West Midlands Region Rail Development Plan

### Draft Consultation Response

The County Council appreciates the opportunity to comment on the Draft West Midlands Rail Development Plan.

The County Council has made substantial investment in providing improved rail facilities and continues to place a high priority on rail in delivering its policies. The overall trend in the numbers of rail passengers in Warwickshire is one of sustained growth with rail travel becoming increasingly important. Commuting and business travel to the West Midlands Conurbation and Coventry form a substantial element of rail travel in the County for people from a wide range of socio-economic groups. In some communities in Warwickshire, trains provide essential 'socially necessary services' as rail is the only form of regular public transport. Rail journeys for retail, leisure and social activities are also growing. Travel by rail to local and sub-regional centres and to London has also increased significantly.

The County Council welcomes the document as it integrates the plans of Network Rail, rail companies, Centro and Local Transportation Authorities in the West Midlands to achieve a coherent and consistent plan for rail development across the whole of the region. It will be of great assistance in terms of justifying and securing central government and other funding for rail improvements in the Region both directly and indirectly through Regional Funding Allocations and the funding provided to Network Rail and rail companies.

The County Council supports the 'Network-wide' schemes of timetable improvements, train lengthening, station improvements and Park and Ride expansion.

The County Council supports the route specific schemes.

Accordingly, the more detailed comments which the County Council would ask you to consider are largely of a minor nature. These are:-

SUA Stratford Line Birmingham - Shirley - Stratford upon Avon

- The reference under 'CP4 Stations' in SLM Stratford upon Avon to Leamington Spa to 'Stratford station area redevelopment – ST34' is also relevant to this route.

SLM Stratford upon Avon to Leamington Spa

- The reference to 'Faster Chiltern Railways services between London and Birmingham – SV24' should presumably be to improved services between Stratford and London.

## SOL Solihull Line Birmingham – Solihull – Leamington Spa

- The reference under 'Key Growth Drivers' in CVL Leamington Spa to Coventry to 'Housing and employment growth at Leamington and Warwick is also relevant to this route.

## CVL Leamington Spa to Coventry

- 'New station at Kenilworth – ST68' appears under 'CP4 Stations' whilst 'Service provided for Kenilworth – ST61' appears under 'CP5 Services'. Our delivery programme aims for an opening in 2012 and as progressing the scheme would be conditional on securing provision of a train service it appears logical that the latter should be shown under 'CP4 Services'.
- It is noted that 'Redoubling track from Kenilworth to Gibbet Hill – IN31' is shown under 'CP4 Infrastructure' and 'Kenilworth to Leamington doubling – IN33' is shown under 'CP5 Infrastructure'. This is accepted as intuitively correct for the purposes of the document. However, some flexibility would be appropriate. Both proposals will require a new bridge and whilst the former is shorter it was always a single track alignment, the latter is longer but is a double track alignment. Detailed work in due course may show that the latter is more deliverable and affordable and more appropriate as the first phase of the enhancement of this route.
- The reference under 'Other Potential Schemes' in CVN Coventry to Nuneaton to 'Regional through Nuneaton – Leamington service continues to link into wider regional network – SV46' is also relevant to this route.

## TVL Trent Valley Line Rugby - Lichfield - Stafford – Crewe

- There is a reference under 'Current Constraints' to 'Nuneaton to London service poorer from December 2008'. This issue also applies to northbound journeys from Nuneaton and from Rugby.