Agenda No 2

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 Councillor M Doody Councillor R Sweet Councillor J Whitehouse } for information

Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	X	Councillor A Cockburn
Chief Executive		.....
Legal	X	I Marriott – agreed.
Finance		.....
Other Chief Officers		.....
District Councils		.....
Health Authority		.....
Police		.....
Other Bodies/Individuals		.....

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

SUGGESTED NEXT STEPS :

		Details to be specified
Further consideration by this Committee		.....
To Council		.....
To Cabinet		.....
To an O & S Committee		.....
To an Area Committee		.....
Further Consultation		.....

Agenda No 2

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

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.

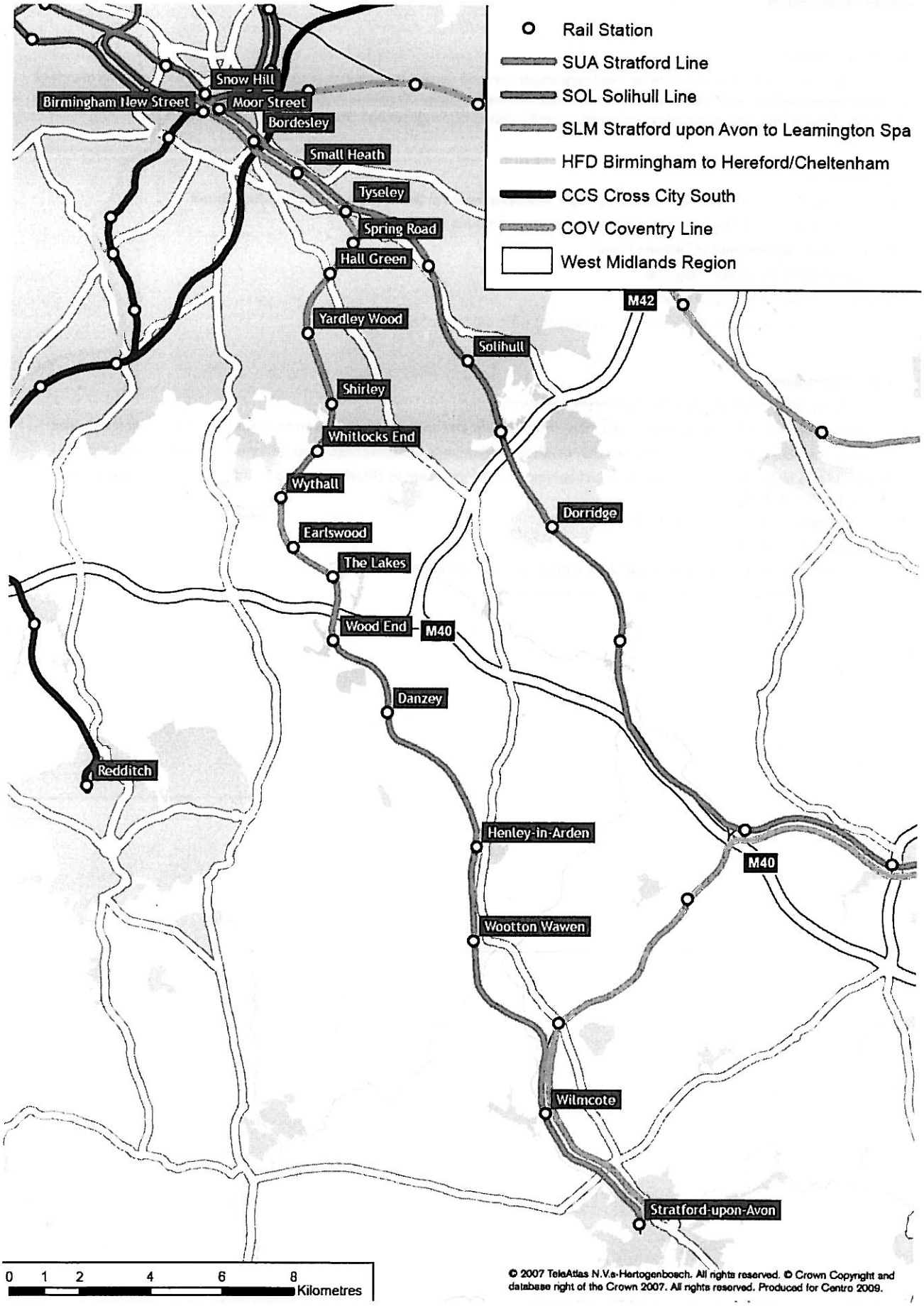
PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

23 July 2009

APPENDIX 'A'

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

Route Map



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)
Infrastructure:	**Infrastructure:**
Shirley – Stratford resignalling IN16	Trackwork changes to accommodate Camp Hill chords and new 4-track route into Moor Street IN7
Improved track layout at Stratford IN17	
Relocate Shirley turn-back facility to Whitlocks End IN18	
Increase line speed from 60 to 75mph IN19	
Reinstatement of Plat 4 at Snow Hill IN20	
Stations:	**Stations:**
Snow Hill station improvements ST25	Major upgrade at Snow Hill ST24
Moor St reconnect bay platforms ST26	Further upgrade at Moor Street with connection of Camp Hill/ Tamworth lines ST36
Accessibility improvements at Shirley ST27 and Henley in Arden ST28	Further platform lengthening to cater for growth ST38
Yardley Wood station upgrade ST29	Further car park expansions ST39
Increased parking at Hall Green ST30, Yardley Wood ST31, Whitlocks End ST32	
Platform lengthening at specific stations on route ST33	
Ticket office at Whitlocks End ST32	
Stratford station redevelopment ST34	
New station at Stratford Parkway ST35	
Car Park extensions at Henley in Arden, Wythall and Earlswood ST151	
Spring Road new booking office and other improvements ST37	
Services:	**Services:**
Existing Class 150 diesel trains replaced by new Class 172 trains SV14	Further train lengthening to cater for growth SV20
Train lengthening for growth SV15	
Timetable improvements to take advantage of new rolling stock SV16	
Shirley services extended to Whitlocks End SV17	
New fast services to Stratford SV18	
Improved evening and weekend services SV19	
Freight:	**Freight:**

Other Potential Schemes:

Route electrification IN21

Accessibility improvements at Danzey, Wootton Wawen, The Lakes, Wilmcote and Wood End ST150

Preserve option for long-term route reinstatement south of Stratford to Honeybourne IN91

Provide park and ride site to serve demand off M42 ST40

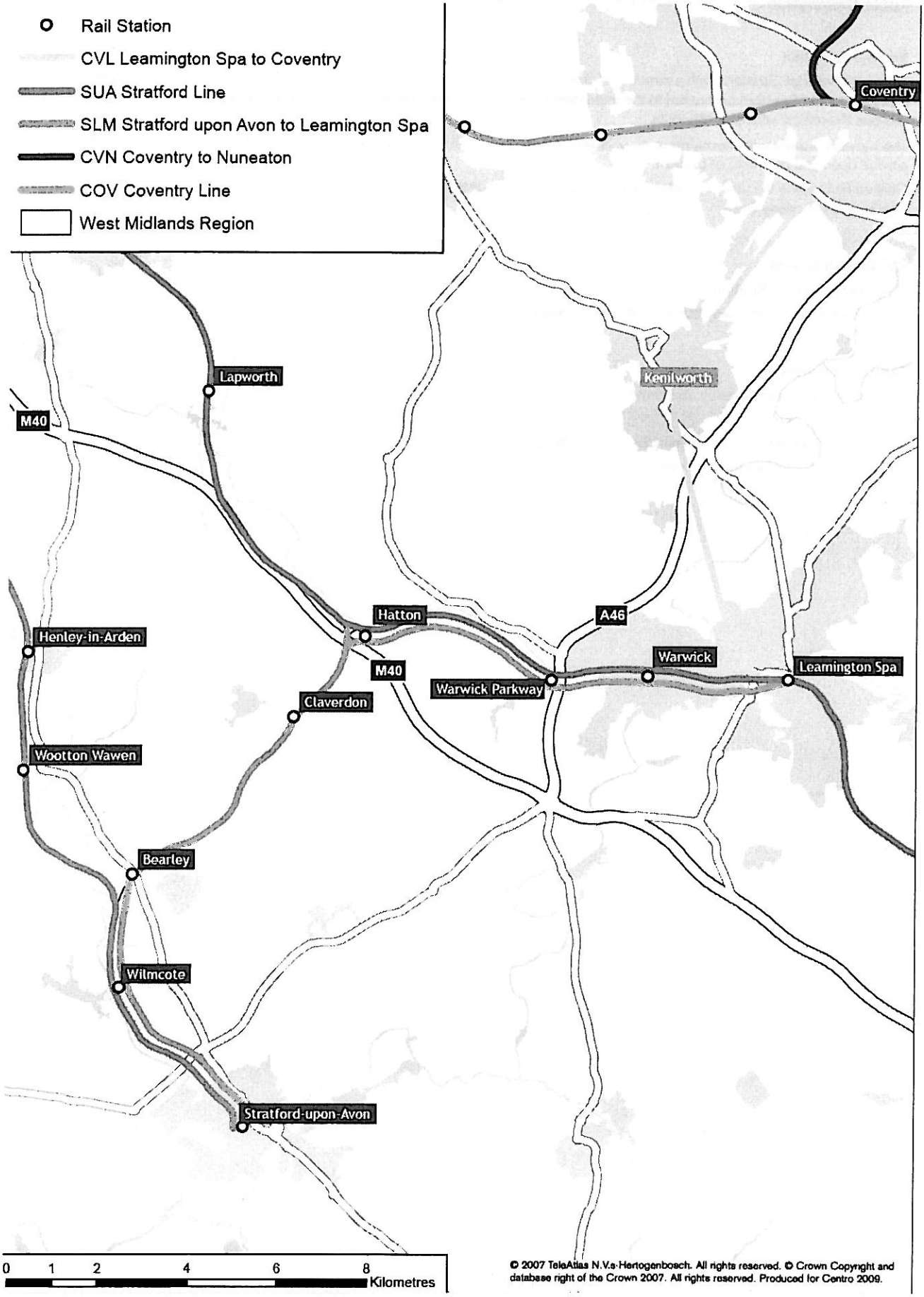
Further frequency enhancements SV21

Further train lengthening SV22

Schemes highlighted in bold have funding identified

SLM Stratford upon Avon to Leamington Spa

Route Map



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

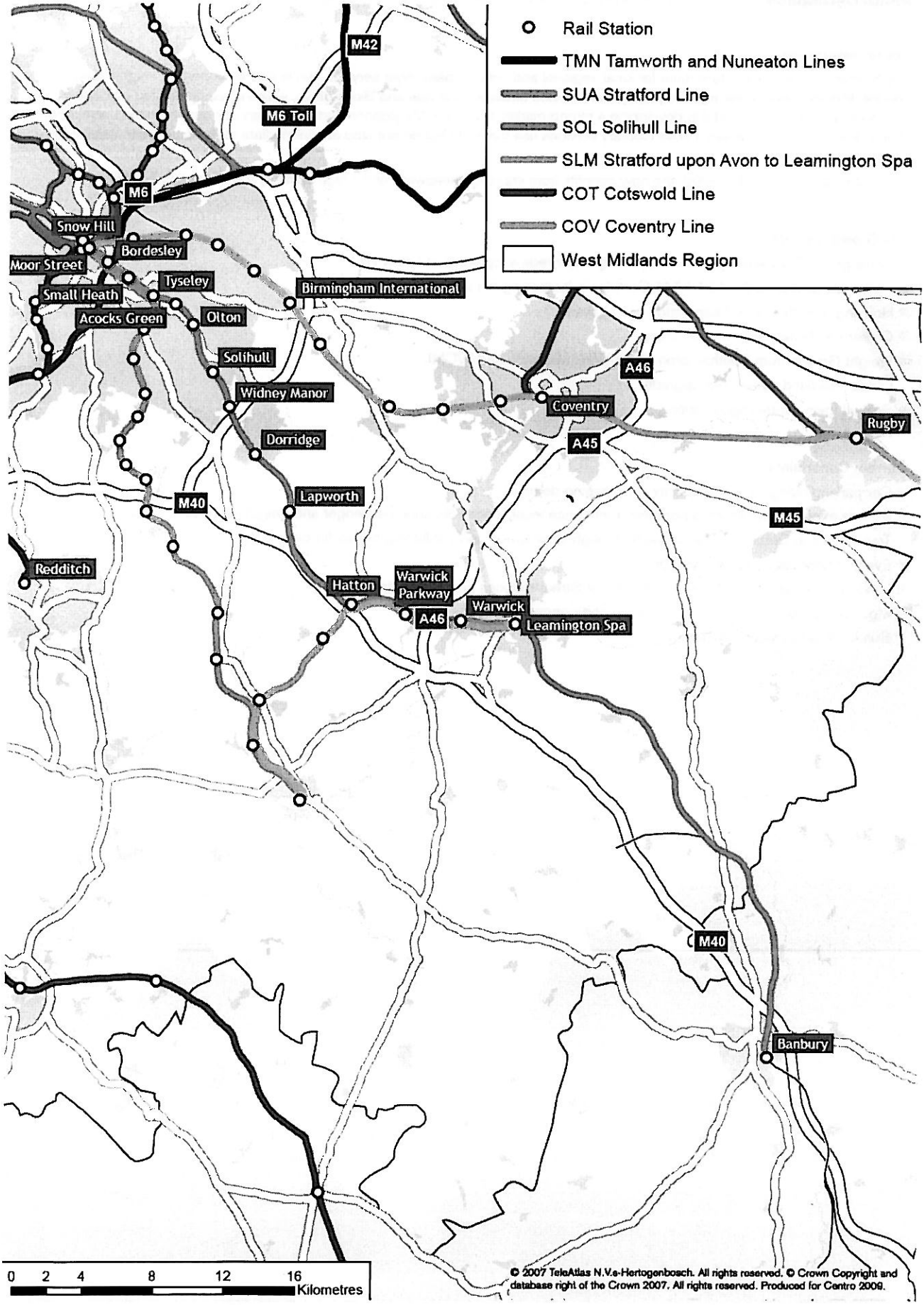
Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
Infrastructure:	**Infrastructure:**
Shirley to Stratford resignalling IN16	Leamington station track layout improvements IN23
Improved track layout at Stratford IN17	Increased track and signalling capacity between Hatton and Bearley IN88
Stations:	**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:	**Services:**
Faster Chiltern Railways services between London and Birmingham SV24	Improved Stratford to Solihull links SV16
Freight:	**Freight:**
Other Potential Schemes:	
Route electrification IN21	

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

Other Potential Schemes:

Route electrification IN21

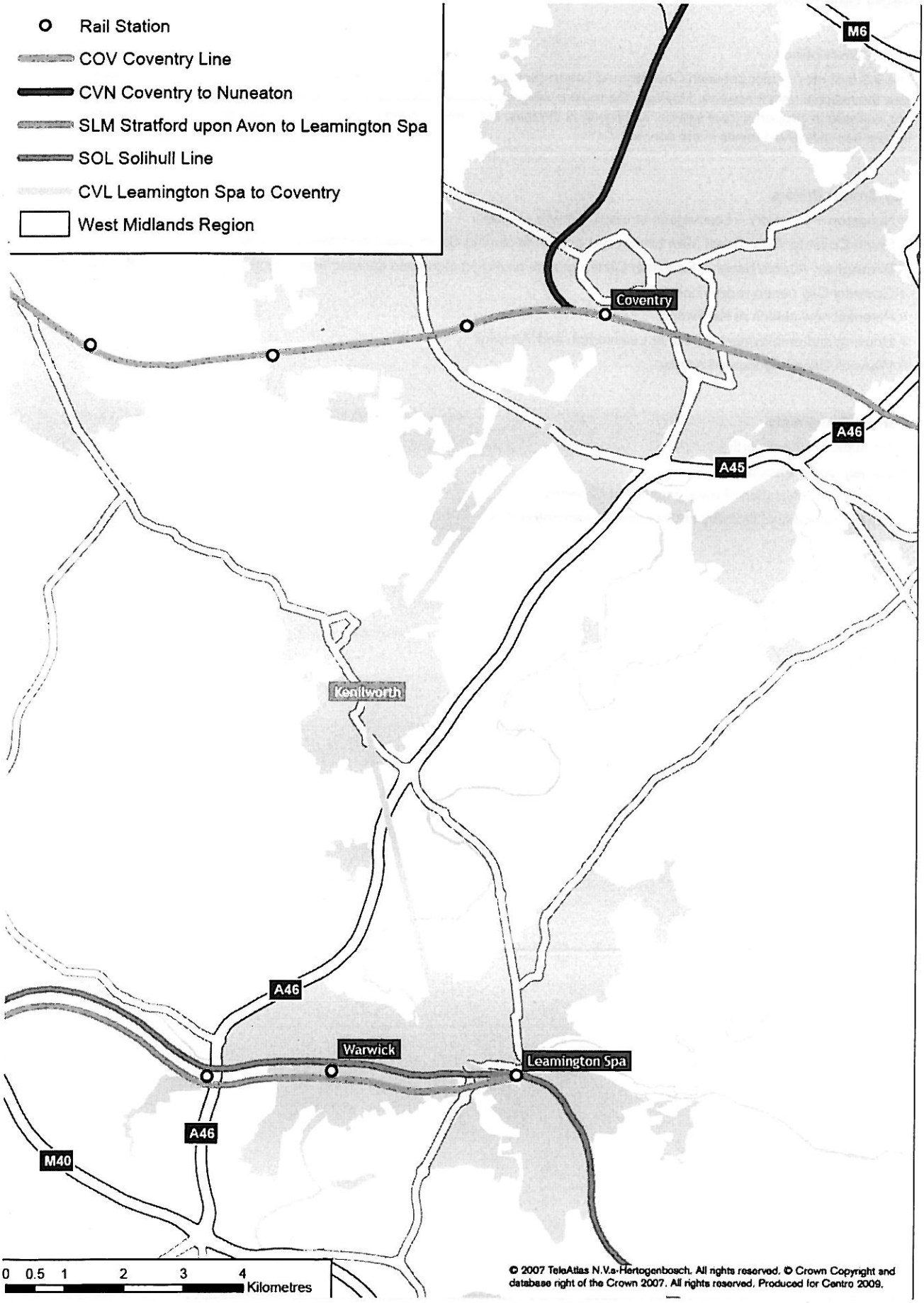
Use of redundant 4-track formation to provide additional capacity on route IN24

Further train lengthening to cater for growth SV22

Schemes highlighted in bold have funding identified

CVL Leamington Spa to Coventry

Route Map



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)
Infrastructure:	**Infrastructure:**
Kenilworth – increased speed into loop and loop extension IN30	Kenilworth to Leamington doubling IN33
Redoubling track from Kenilworth to Gibbet Hill (Coventry) IN31	Leamington station track layout improvements IN23
Freight gauge enhancement IN32	
Stations:	**Stations:**
Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56	Further development around Coventry station ST61
New station at Kenilworth ST68	
Services:	**Services:**
	Service provided for Kenilworth SV37
	Through service between Leamington and Nuneaton SV39
	Further South Coast to West Coast Main Line container traffic growth SV40
	All Cross Country services operate via route to serve Coventry and Birmingham International SV35
Freight:	**Freight:**
Freight gauge enhancement IN32	Further South Coast to West Coast Main Line container traffic growth SV40
South Coast to West Coast Main Line container traffic growth SV38	

Other Potential Schemes:

Electrification IN21

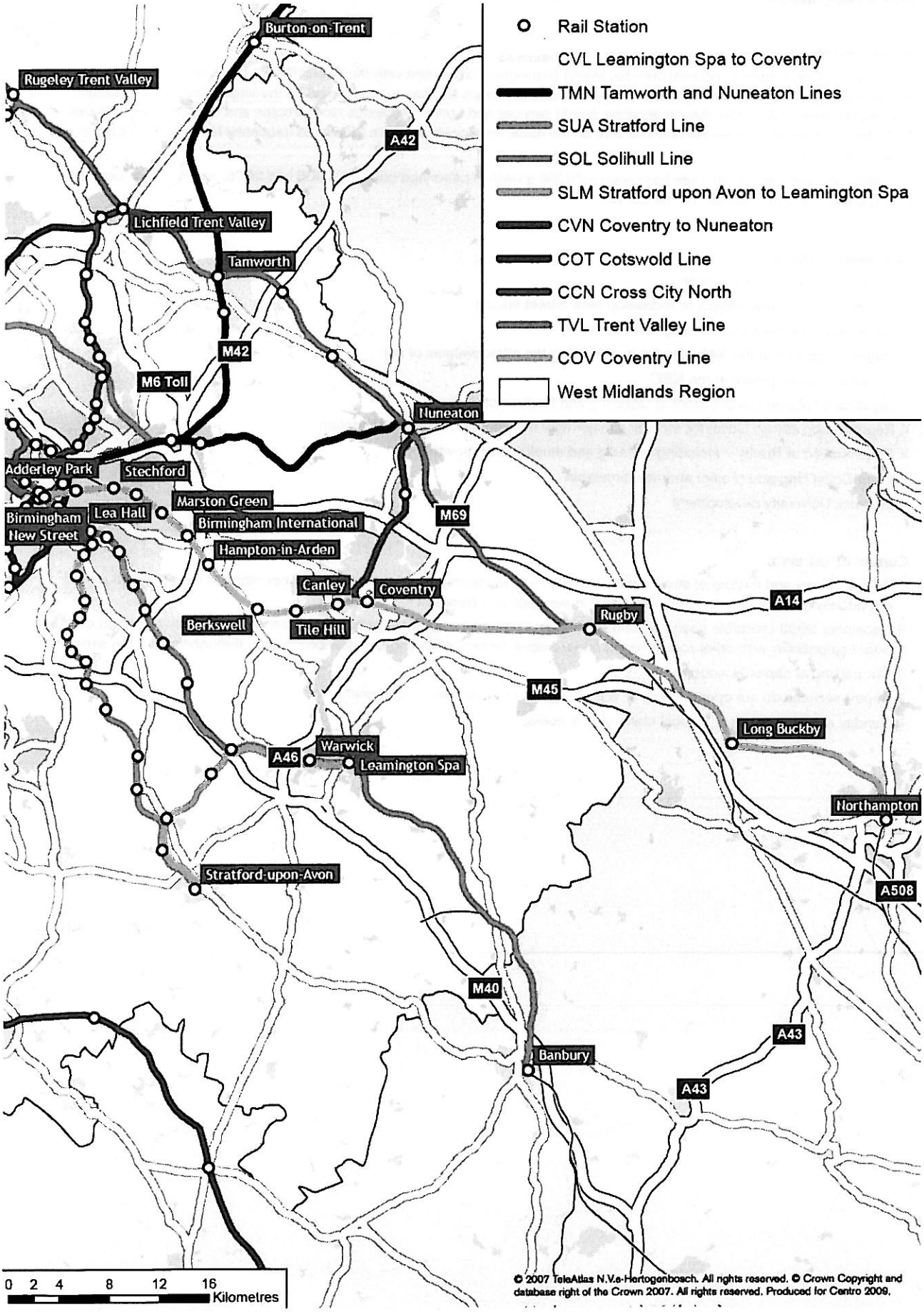
Network of regional and local services for Coventry and Warwickshire

Train / tram serving university

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)
Infrastructure:	**Infrastructure:**
Provide bay platform at Coventry for Nuneaton services IN26	Birmingham New Street area resignalling IN9
	Stechford area remodelling IN27
Stations:	**Stations:**
Birmingham Gateway ST1	Northampton station upgrade ST57
Tile Hill car park expansion ST52	Stechford station rebuild including step free accees ST58
Marston Green car park expansion and bus interchange improvements ST53	Hampton-in-Arden station upgrade including step-free access ST59
Hampton-in-Arden car park expansion ST54	Car park expansion and improvement works at various sites incl. Long Buckby ST60
Berkswell car park expansion ST55	Further development around Coventry station ST61
Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56	
Improved canopies at Marston Green ST66 & Tile Hill ST65	
Services:	**Services:**
New Class 350s introduced SV26	Pendolino frequency enhancement to 4tph if growth requires it SV30
Improve early and late services to Birmingham International to support airport and National Exhibition Centre growth SV27	Restructuring of local service pattern around Pendolino services SV31
Enhance Sunday services SV28	24-Hour service to Birmingham International to support airport growth SV32
Pendolino lengthening SV29	Further train lengthening SV33
	All Cross Country services operate via route to serve Coventry and Birmingham International SV35
Freight:	**Freight:**

Other Potential Schemes:

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

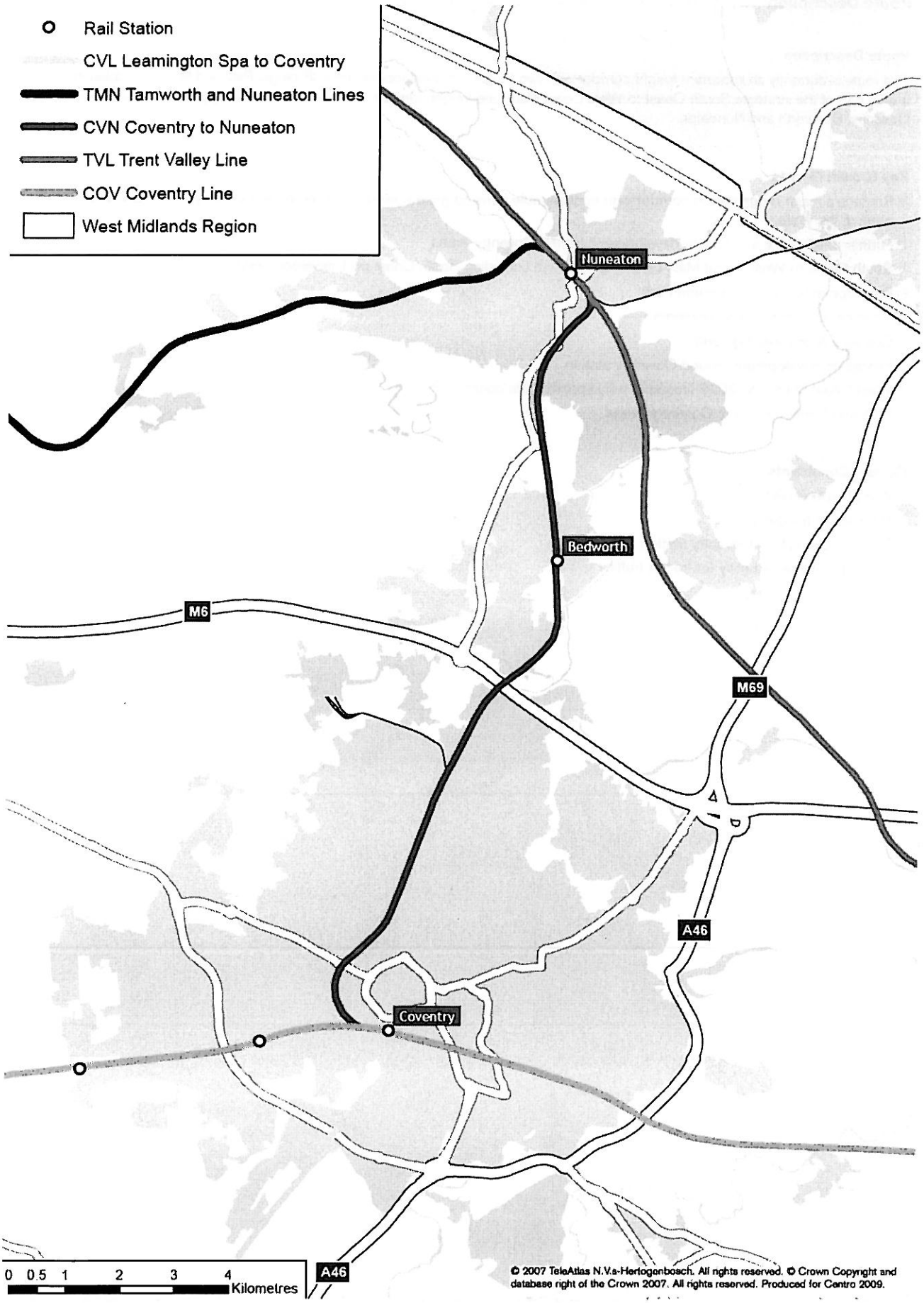
Major recast of service structure in association with 4-tracking and High Speed Line SV34

Further train lengthening to cater for growth SV36

Schemes highlighted in bold have funding identified

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)
Infrastructure:	**Infrastructure:**
Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34	Route electrification IN38
Route resignalling IN35	
Line speed improvements IN36	
Provide bay platforms at Coventry for Nuneaton services IN26	
Freight gauge enhancement IN32	
Improved freight terminal at Murco Petroleum, Hawksbury Lane IN37	
Stations:	**Stations:**
Platform extensions at Bedworth ST70	Further development around Coventry station ST61
Extension of car parking facilities at Nuneaton ST71	
New station at Coventry Arena including park and ride provision ST72	
New station at Bermuda Park ST73	
Coventry station upgrade in association with new platforms and platform renewal and redevelopment scheme around station ST56	
Services:	**Services:**
Introduce enhanced frequency Coventry to Nuneaton service SV41	Through service between Leamington and Nuneaton SV39
Longer trains SV42	
Freight:	**Freight:**
Chord line (with WCML) at Nuneaton to improve freight handling capacity IN34	Further freight growth SV44
Freight gauge enhancement IN32	
Improved freight terminal at Murco Petroleum, Hawksbury Lane IN37	
South Coast to West Coast Main Line container traffic growth SV38	
Freight growth to Prologis Park SV43	

Other Potential Schemes:

Convert route to tram/train operation for local passenger service IN39

Dive-under at Nuneaton to facilitate through services between Leicester and Coventry IN89

Additional tram stops along route ST74

Potential tram/train service linking route to Warwick University SV45

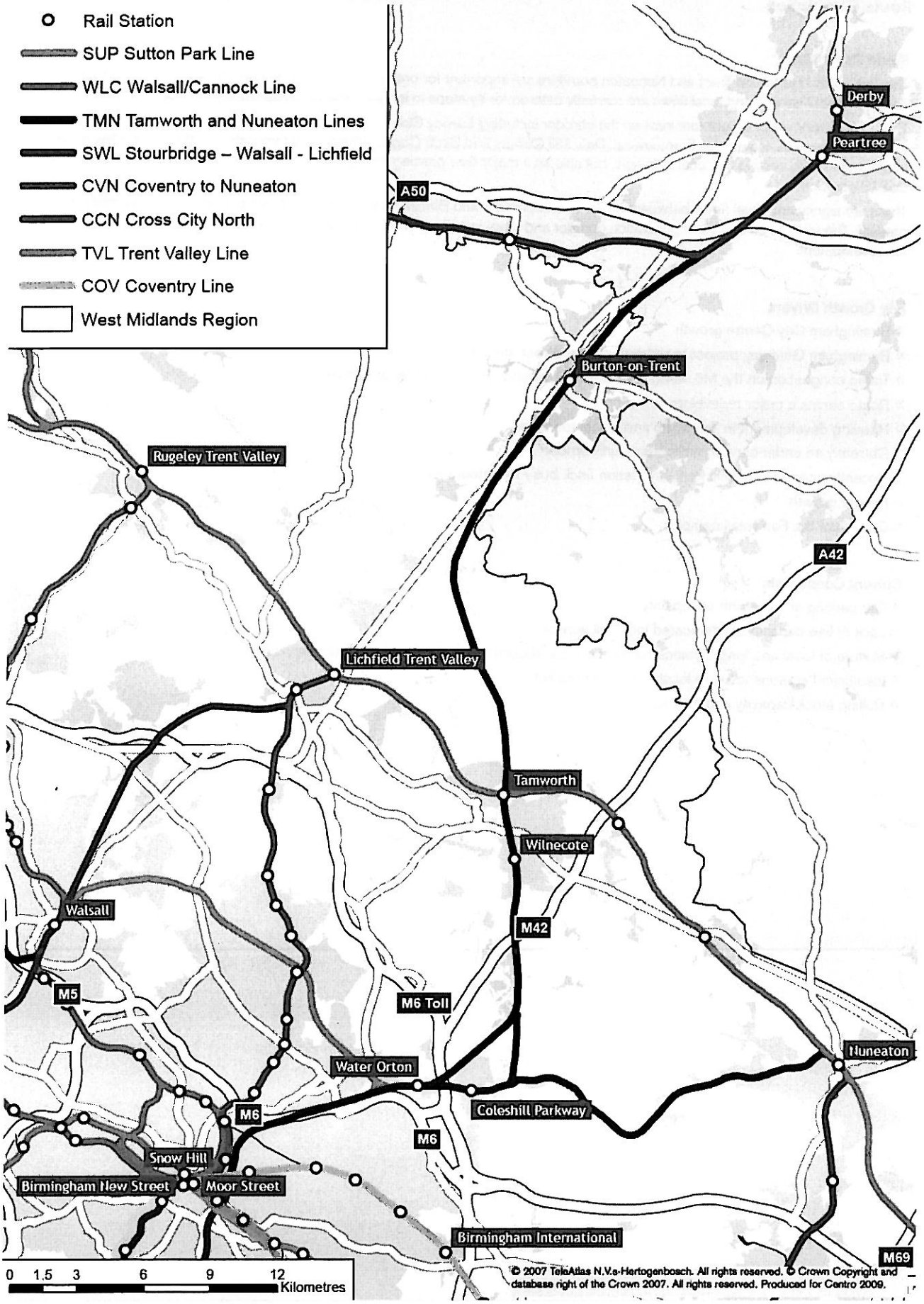
Regional through Nuneaton – Leamington service continues with link into wider regional network (Leicester, Oxford) SV46

Further freight growth SV47

Schemes highlighted in bold have funding identified

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

Route Map



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

Other Potential Schemes:

Tamworth/Derby to Moor Street electrification IN46

Full 4-tracking Water Orton to Castle Bromwich IN47

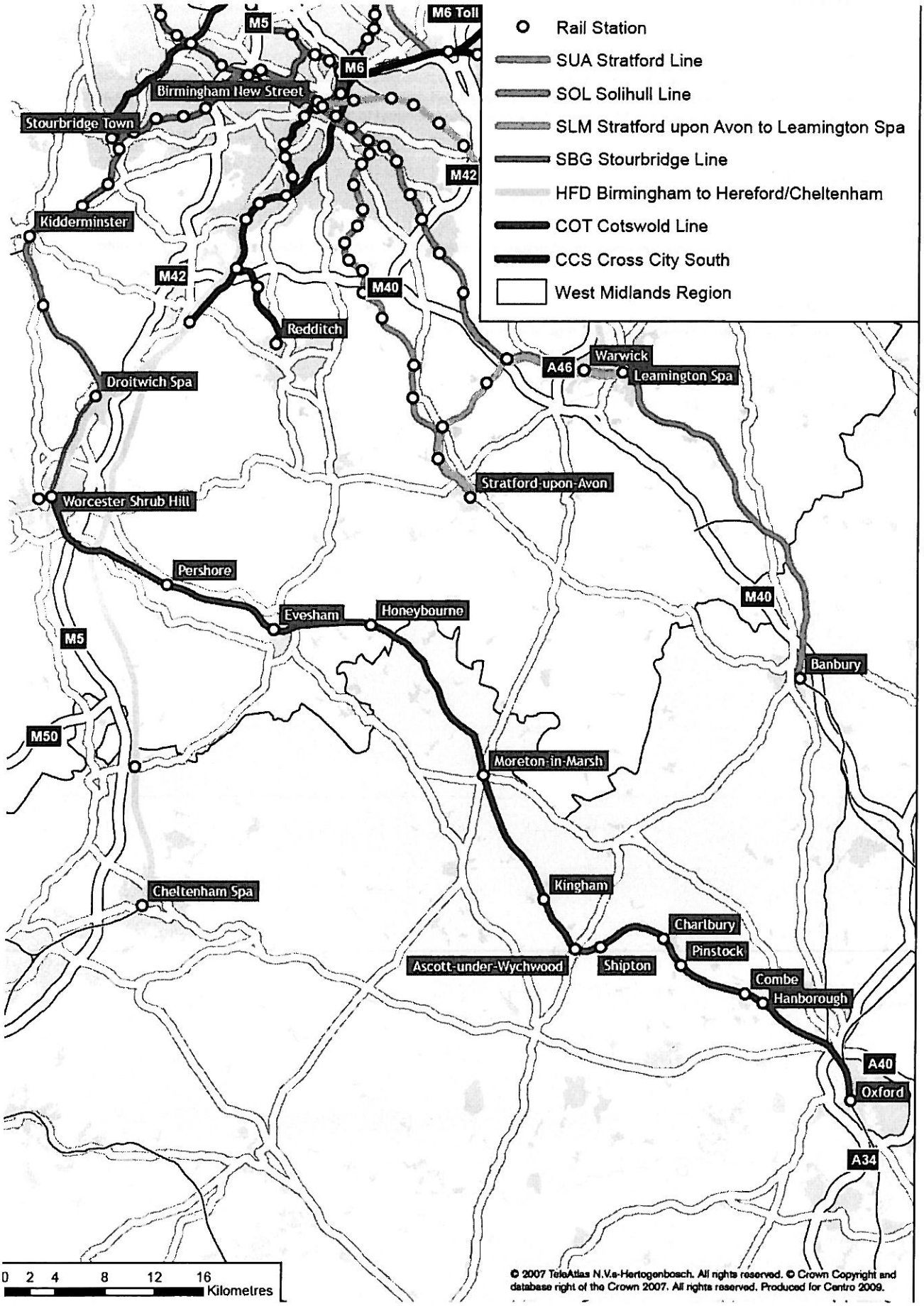
New stations at Arley and Galley Common on Nuneaton route ST80

New Nuneaton to Birmingham local service SV52

Schemes highlighted in bold have funding identified

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

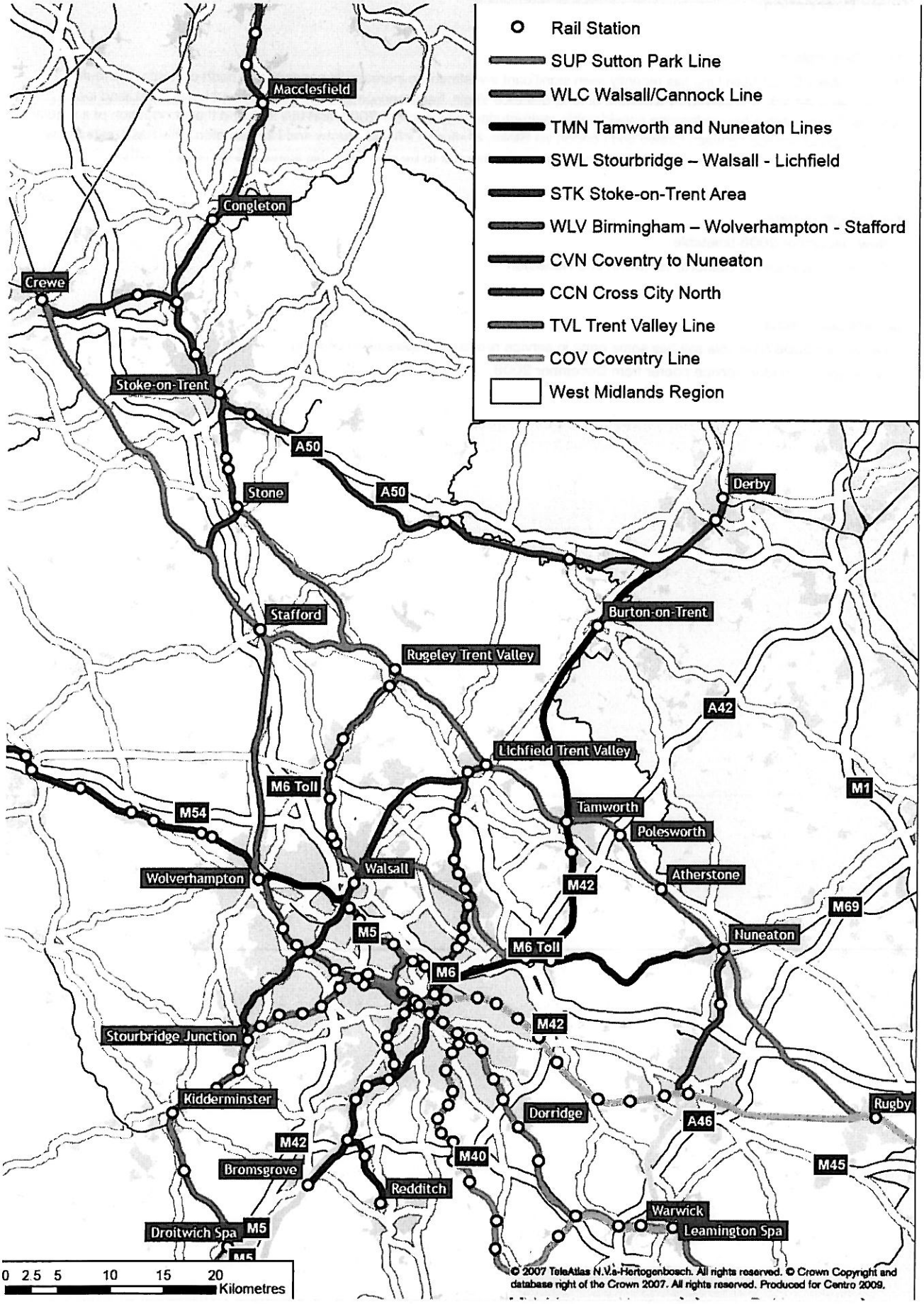
Schemes By Control Period

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

Schemes highlighted in bold have funding identified

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)
Infrastructure:	**Infrastructure:**
Completion of West Coast Remodelling work including power supply upgrade IN87	Stafford area re-modelling IN67
Stations:	**Stations:**
Car park expansions at Stafford, Tamworth, Nuneaton, Lichfield TV, Atherstone ST147	Stafford station improvements in conjunction with track upgrade ST115
Rugby station upgrade ST148	Station upgrades and further car park expansion ST150
Lichfield Trent Valley Station Improvement ST158	Lengthen platform at Stone ST159
Services:	**Services:**
Review of Trent Valley service provision and further improvements to plug gaps in service SV103	Speed up journey times on key flows SV104
Extra capacity of Pendolino units SV29	Introduction of new rolling stock on WCML services SV107
	Additional services between Stone and Manchester / Birmingham SV110
Freight:	**Freight:**

Other Potential Schemes:

Park and Ride station at Madeley to serve Newcastle Under Lyme ST160

Review service provision in light of High Speed line strategy SV105

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.