

Communities Overview & Scrutiny Committee

Date: Wednesday, 27 November 2019
Time: 2.00 pm
Venue: Committee Room 2, Shire Hall

Membership

Councillor Alan Cockburn (Chair)
Councillor Dave Shilton (Vice-Chair)
Councillor Jenny Fradgley
Councillor Seb Gran
Councillor John Holland
Councillor Andy Jenns
Councillor Keith Kondakor
Councillor Bhagwant Singh Pandher
Councillor Caroline Phillips
Councillor Andrew Wright

Items on the agenda: -

1. General

(1) Apologies

(2) Member's Disclosures of Pecuniary and Non-pecuniary Interests

(3) Chair's Announcements

(4) Minutes of Previous Meeting - 18 September 2019 5 - 12

2. Public Speaking

3. Questions to Portfolio Holders 13 - 14

4. Warwickshire Draft Rail Strategy Consultation Update 15 - 86

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8. Urgent Items	

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- Not participate in any discussion or vote
- Must leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

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These should be declared at the commencement of the meeting

The public reports referred to are available on the Warwickshire Web

www.warwickshire.gov.uk/committee-papers 2

Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Paul Spencer in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

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Communities Overview & Scrutiny Committee

Wednesday, 18 September 2019

Minutes

Attendance

Committee Members

Councillor Alan Cockburn (Chair)
Councillor Dave Shilton (Vice-Chair)
Councillor Jenny Fradgley
Councillor Seb Gran
Councillor Keith Kondakor
Councillor Bhagwant Singh Pandher
Councillor Caroline Phillips
Councillor Chris Williams
Councillor Andrew Wright

Portfolio Holders

Councillor Peter Butlin, Deputy Lead (Finance and Property)
Councillor Jeff Clarke, Transport & Planning
Councillor Kam Kaur, Customer & Transformation
Councillor Heather Timms, Environment and Heritage & Culture

Officers

David Ayton-Hill, Assistant Director for Communities
Shail Chohan, Service Manager (County Highways)
Mike Cunningham, Principal Street Lighting Engineer
Tom McColgan, Senior Democratic Services Officer
Christopher McNally, Performance and Improvement Service Lead
Mark Ryder, Strategic Director for Communities
Richard Sweeney, Service Manager (Transport Delivery)
Scott Tompkins, Assistant Director for Environment Services

1. General

(1) Apologies

Councillors Chattaway, Crump, Jenns and Seccombe had sent their apologies for the meeting. Councillor Williams was in attendance as a substitute for Councillor Jenns.

(2) Member's Disclosures of Pecuniary and Non-pecuniary Interests

There were none.

(3) Chair's Announcements

The Chair informed the Committee that the first meeting of the Cross Party Climate Emergency Task and Finish group would be taking place after the meeting.

(4) Minutes of Previous Meeting - 19 June 2019

Councillor Kondakor stated that officers had sent him the information on employment rates by gender and age group and it showed that there had been a significant increase in employment among women who had been affected by the change in pensionable age.

The Chair noted that officers were due to hold a briefing for Councillors on the Major Road Network which was being arranged but for which a date had not yet been set.

2. Public Speaking

There was none.

3. Questions to Cabinet Portfolio Holders

Councillor Shilton stated that despite the Government's announced review of the HS2 project preparations in the County seemed to be carrying on as usual. He asked Councillor Clarke what he understood the situation to be.

Councillor Clarke responded that the Government's position was that it was business as usual as far as works on HS2 were concerned outside of portions of the track that had been planned to pass through ancient woodland.

Councillor Fradgley asked Councillor Clarke to provide an update on the works being undertaken by Network Rail to upgrade Stratford Station which had been subject to repeated delays.

Councillor Clarke responded that he appreciated the frustration felt by Councillor Fradgley and Stratford residents. Network Rail were aware of the slippages on the project and as soon as they provided a revised timetable to officers it would be circulated to the local Councillors.

Councillor Fradgley asked Councillor Clarke for an update on the works to the cycle tracks on Alcester Road and Evesham Road in Stratford.

Councillor Clarke responded that engineers had designed improved cycle way provision on Alcester Road that would provide a mile of off-road cycle way at a cost of an estimated £632,000. £150,000 had been allocated from the casualty reduction budget to the scheme which would enable some initial work to take place with the remaining components of the scheme to be brought forward when funding became available. He stated that there was also an opportunity for local Councillors to use part of their delegated budgets to contribute to the scheme. In relation to Evesham Road, Councillor Clark stated that the order for the works to replace the advisory markings on the road was with the maintenance team. The cycle lane would be expanded to increase the width to 1.5 metres which was now required.

Councillor Kondakor noted that the Council's consultation on its rail strategy mentioned the possibility of several additional parkway stations. He stated that he was concerned that increasing the provision of out of town stations would result in a reduction in the services to existing stations disadvantaging those without easy access to parkway stations. Councillor Kondakor asked for assurance that any increase in services to parkway stations would not be to the detriment of town centre stations.

Councillor Clarke responded that the Council was committed to providing flexibility in the local transport network and increasing the number of stations in the county was part of this. Councillor Clarke emphasised that the sites for any new stations were not yet known and if projects were brought forward, they would be subject to a detailed planning process with the associated consultations.

Councillor Kondakor asked for assurance that the mixed wood recycling contract that was due to go out for tender would be focused on reusing and recycling wood rather than burning it.

Councillor Timms responded that the Councillor Kondakor would be able to see the details of the tender when the report was published.

In response to Councillor Kondakor, Councillor Clarke stated that the removal of the bridge on the Hinkley Road was due to take place across two weekends hopefully during the school holidays in October.

(1) Economic Development Update

Councillor Butlin introduced the Economic Update on behalf of Councillor Seccombe.

The Chair welcomed the news of the new jobs being created across the county particularly the 400 jobs due to be created by the expansion Aldi's UK headquarters in Atherstone. The Chair noted the awards made by the Small Capital Grants Programme and asked who sat on the programme board.

David Ayton-Hill responded that awards from the Small Capital Grants Fund were made by a Board consisting of; officers from Warwickshire County Council, representatives from Nuneaton and Bedworth Borough Council, Warwick District Council, Coventry and Warwickshire Growth Hub and a member of the Local Enterprise Partnership Board.

Councillor Kondakor welcomed the jobs being created in Nuneaton but stated that there seemed to be an imbalance in county with higher paid jobs being concentrated in the south while the north seemed to be missing out on the growth in the technology sector that was happening around Leamington Spa in particular. Councillor Kondakor noted that the report mentioned £150,000 of funding and £100,000 of funding coming to Nuneaton and asked Councillor Butlin to confirm if these were two separate amounts totalling £250,000 or if the £100,000 sum quoted formed part of the £150,000.

Councillor Butlin confirmed that the £100,000 and £150,000 were two separate funds which could be worth up to £250,000. These fund were part of the larger Transforming Nuneaton programme through which Warwickshire County Council and its Partners were investing in the regeneration of Nuneaton town centre.

4. Highways Review Update

Scott Tompkins introduced the report which followed the update provided at the Committee meeting in July and the workshop officers had held with Councillors.

Councillor Kondakor welcomed the positive tone of the report and was pleased to see the improvements that were being suggested. He stated that he was keen to see an improvement in communication to Councillors about what residents were asking the County Council for directly so that delegated budgets were being spent on the right projects.

Councillor Shilton stated that there were persistent issues with utility companies shutting roads and blocking pavements for prolonged periods of time. He asked how officers monitor works being carried out on the highways by utility companies.

Scott Tompkins sought to assure Councillors that the Council had a strong Network Management Team who inspected 10% of all works in detail when they had been completed. All sites were under a two year warranty and additional inspections were also completed before the warranty expired. Scott Tompkins did state that no matter how well repaired the surface was any sort of work shortened the lifespan of a road.

Resolved:

That the Committee:

1. Requests Officers put in place better communication with members to improve the transparency of scheme delivery. This will be done over the next year with improvements to the Council website, member newsletters and access to programmes of work.
2. Requests Officers bring forward proposals to Corporate Board to improve the administration of the Delegated Budget scheme enabling a greater degree of transparency for members, faster delivery of works and a greater amount of in year delivery of works. These proposals should include ideas and solutions generated from the member workshop.

5. Public Transport in Warwickshire - Bus Services

Richard Sweeney introduced the report.

In response to the Chair, Richard Sweeney stated that the new powers given to local authorities under the Bus Services Act 2017 had allowed the County Council to strength its working relationships with bus operators. He also stated that bus services were being funded by about £1.6 million of s106 monies.

Councillor Williams stated that a parish council had reported to him that UBUS had requested a £3,000 donation in order to be able to keep operating in the Stratford on Avon area. Councillor Fradgley reported that Stratford-upon-Avon town council had also received a similar request for donations from UBUS.

Richard Sweeney stated that UBUS was primarily run by Stratford-on-Avon District Council (SDC) although the County did contribute funding and The UBUS service was funded until April 2020. Richard Sweeney stated that he would contact SDC about the messages UBUS had been sending out.

In response to Councillor Kondakor, Richard Sweeney apologised that there had not been any pre-warning of the reduction in the Hinkley service and stated that officers always tried to inform local Members of changes in their area.

Councillor Kondakor stated that bus services in Warwickshire were declining at a time when the County Council needed to grow them to enable modal shift and achieve its aim of a carbon neutral county as well as provide transport for an ageing population that would be less able to use a car. He stated that he felt s106 funding was not being used as effectively as it could be. Operators were running services to developments before they had been finished and there was a population to support them; by the time the passenger base was there the funding was gone and the service discontinued. Councillor Kondakor also stated that he felt the s106 arrangements did not provide the right incentives to grow passenger numbers; current arrangement provided the same level of funding whether anyone was on the bus or not.

Councillor Fradgley added that she also had concerns about how s106 money was being spent as a park and ride scheme in her area that had been established using s106 funds had stopped operating just as passengers were starting to use the service as the s106 funding ended.

Scott Tompkins responded that the Council was keen to ensure that any funding was spent effectively. He stated that issues highlighted by Members could be addressed through the s106 agreements which were signed when developers were granted planning permission. Councillor Clarke added that there were strong communication links between operators and the Council with regular meetings taking place.

Councillor Shilton stated that he had heard from residents that busses operating in Warwickshire were not being maintained to the same standard as buses that were operating in Coventry. He asked if there was anything the Council could do to improve the state of buses. Richard Sweeney responded that he would bring up cleaning and maintenance at the next meeting with operators.

Councillor Shilton also raised the issue of bus stops not being maintained and stop signs being hidden by overhanging trees. Richard Sweeney responded that town centre bus stops were mostly maintained by the County Council and asked Councillor Shilton to let him know about any that needed attention. Bus stops in rural areas were generally the responsibility of the operator and he would again pass on Councillor Shilton's concerns.

Councillor Kondakor asked if officers could provide a briefing note on the new powers offered by the Bus Service Act 2017 particularly in relation to forming a local transport authority.

Resolved

That the Committee requests officers produce a briefing note on the powers given to the Council by the Bus Services Act 2017.

6. Part Night Lighting

Scott Tompkins presented the report which followed a notice of motion that was referred to the committee by the Chair of the Council.

The Chair noted that the motion proposed to Full Council mentioned 'Conservative MPs' and clarified that the street light policy was set by the County Council with no involvement from MPs of any party.

Councillor Phillips stated that she felt assessments of part night lighting ignored the very real impact switching off street lights had on the wellbeing of shift workers, particularly female shift workers. She stated that she did not think a female point of view had been part of the formation of the policy and that the policy had a disproportionate impact on working class women. Councillor Phillips stated that she was not seeking a complete reversal in policy but rather targeted interventions in areas where shift workers were using public transport late at night and early in the morning. This would not only improve the lives of those already travelling to work by public transport but may also help to encourage modal shift away from cars. Councillor Phillips added that it may not be necessary to switch more lights on but timings could be changed to match shift patterns for example switching lights off from 10pm-3am rather than from midnight -5am.

Scott Tompkins responded that officers would be happy to look at specific areas where things could be improved. He stated that the Council wanted to make sure the right lights were on at the right time. Councillor Clarke added that he heard the concerns raised by Councillor Phillips and stated that the police could request lights to be kept on past midnight when there were concerns about safety in an area or to assist with an investigation.

Councillor Kondakor stated that he welcomed the roll out of LEDs and the improved lighting they provided. He stated that there were issues in isolated areas that required lights to be on all night and would like to see a budget line to provide for some small number of lights to revert to whole night lighting on request.

Councillor Butlin responded that officers had stated that they would be happy to look at individual issues and that the police were already regularly reviewing the policy with the Council. He felt that identifying a specific number of lights to be turned on risked starting a bidding process between Councillors. Councillor Butlin stressed that there was no evidence to show a link between an increase in recorded crime and part night lighting.

The Chair asked if Members wished to make any proposals to Council that the current street lighting policy be altered.

Councillor Kondakor proposed that the Committee recommends to Council that 500 lights across the county be switched to whole night lighting in areas where there would be a benefit to road users. Councillor Phillips seconded the motion.

The Chair called a vote and the motion proposed by Councillor Kondakor which was not approved.

Councillor Gran proposed that the Committee note the contents of the report. Councillor Shilton seconded the motion.

The Chair called a vote on the motion proposed by Councillor Gran which was passed.

Resolved:

That the Committee note the report.

7. One Organisational Plan Quarterly Progress Report: April 2019 to June 2019

Councillor Kondakor noted the £2.8 million slippage on the Bermuda Connectivity scheme reported in the papers and stated that he felt there came a point where large scale projects needed to be reviewed to see if it was still beneficial to proceed.

Scott Tompkins responded that the slippage had been due to a delay in delivery but that the scheme was now ready to break ground. He stated that he would be able to prepare a briefing note for Members.

8. Work Programme

Councillor Kondakor provided an update on the work of the of the cycling infrastructure task and finish group which had met to review progress against the action plan. He stated that he hoped to hold more meetings in the future and for a Councillor from the Rugby area to join the group.

Councillor Kondakor suggested that the Committee receive a report following the Government's review of HS2 which was due to be completed by the end of 2019. The Chair stated that he agreed as there was 30 mile of track due to run through Warwickshire and so any change would have a major impact on the County.

Councillor Shilton asked for a report or briefing note to be brought forward on Section 106 agreements as it had been a number of years since the Committee had looked at them in detail.

9. Urgent Items

There were none.

Communities Overview and Scrutiny Committee

27 November 2019

Questions to Cabinet and Portfolio Holders

Recommendation

That the Communities Overview and Scrutiny Committee considers the forthcoming Cabinet and Portfolio Holder decisions relevant to its remit, asking questions and considering areas for further scrutiny, where appropriate.

1.0 Cabinet and Portfolio Holder Decisions

1.1 The decisions relevant to the remit of the Committee are listed below. Members are encouraged to seek updates on decisions and identify topics for pre-decision scrutiny. They are also encouraged to submit questions to Democratic Services two working days before the meeting, in order that an informed response may be given. The responsible Portfolio Holders have been invited to the meeting to answer questions from the Committee.

1.2 The list was last updated from the Forward Plan on 29 August 2019.

Decision Title	Description	Date	Decision Maker
Warwickshire Country Park Interactive Trails Project - HS2 Project Funding Bid	<p>The report is seeking Portfolio Holder approval for a funding application to provide interactive walking trails and green gym installations to maintain and enhance affected greenways.</p> <p>The project will provide a digital and physical infrastructure which will help the county council's greenways at Kenilworth and Offchurch survive the construction of HS2 and attract a new generation of service users.</p> <p>The bid for circa £200,000 from the HS2 Community and Environment Fund will require an element of match funding from the county council in order to secure the HS2 funding.</p>	13 December 2019	Portfolio Holder - Transport & Planning

2.0 Background Papers

None

	Name	Contact details
Report Author	Tom McColgan	tommccolgan@warwickshire.gov.uk
Assistant Director	Sarah Duxbury	

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Communities Overview and Scrutiny Committee

27 November 2019

Warwickshire Draft Rail Strategy Consultation Update

Recommendation(s)

1. That Members note the contents of this report

1.0 Background

- 1.1 The draft Warwickshire Rail Strategy 2019 -2034 has been subject to public consultation. The consultation ran from 20th July to 20th September 2019. The consultation gave key partners, stakeholders and the general public the opportunity to comment on the draft Rail Strategy and express a level of support for the policies and proposals set out in the strategy.
- 1.2 A range of methods were used to gather views during the consultation period. These included; an online survey on Ask Warwickshire using Citizen Space; a paper-based version of the standard online survey could be requested by telephone or email. Alternative formats and languages could also be requested.
- 1.4 In addition, comments in relation to the proposed draft strategy could be emailed directly to tpu@warwickshire.gov.uk. Written comments could also be sent directly to the Transport Planning Team at the County Council.
- 1.5 167 responses were submitted via the online survey; in addition the Transport Planning team received thirty eight written responses. The written responses were primarily submitted by our key partners and stakeholders, including Midlands Connect, West Midlands Rail Executive, Birmingham Airport and local Town and Parish Councils. The majority of respondents who completed the online survey did so on behalf of themselves; eleven respondents completed the survey on behalf of an organisation. These included a mix of public, private and voluntary sector agencies
- 1.6 Responses to the online survey were received from across the County, with the highest number of respondents (31%) coming from North Warwickshire Borough, only 8.4% came from Rugby Borough. The response rate for each Borough/District is shown below;

Area	All Respondents (%)
North Warwickshire Borough	31.3%
Nuneaton & Bedworth Borough	12.0%
Rugby Borough	8.4%
Stratford-on-Avon District	15.1%
Warwick District	16.9%
Other, including Countywide	16.3%

2.0 Feedback

2.1 The consultation report based on the submissions received via the online survey is included in Appendix 1.

2.2 The results from the thirty eight individual submissions are in the process of being fully analysed and will be presented to Cabinet early in 2020 alongside the revised rail strategy. Headline results/analysis are included in this report.

2.3 On line survey results

2.4 Over half of respondents completing the full online survey either strongly agreed or agreed with the overview of the Warwickshire context and there was generally a high level of agreement for the Key Objectives as set out in the draft strategy.

2.5 In terms of the proposed policies, the highest agreement scores for policies were for Policy 3 - New rail services and stations and Policy 11 Rail fares and ticketing. The lowest score was for Policy 9 which sets out that the County Council will endeavour to secure the maximum benefits from HS2. This low level of support for Policy 9 may be a result of respondents using the opportunity to register their objection to HS2 overall.

2.6 Key issues raised by respondents include;

2.6.1 Table 1: Key issues raised via online survey

Key Issue	WCC Response
Specific route/station improvements in regards to frequency and quality of services. Respondents referred to a desire to see faster trains and more services at the weekends and in the evenings.	The County Council work closely with West Midlands Rail Executive and the Train Operators in attempt to secure the maximum improvements to the rail network in Warwickshire. West Midlands Trains have recently introduced more evening and weekend services across many routes and further improvements will be delivered over the life of the franchise.

<p>Better access to stations via bus and sustainable modes.</p>	<p>The County Council acknowledge that this can be problematic and work closely with the bus operators in attempt to integrate bus and rail services more effectively. Where bus services are commercial this is often difficult to achieve. Patronage can also prove challenging ; A comprehensive, subsidised bus service to the station was provided when Kenilworth Station opened, however the service had to cease due to a lack of patronage.</p>
<p>Planning improvements to take into account significant housing developments</p>	<p>Where possible and practical, improvements to the rail network do take into account significant housing developments. Proposed Improvements range from access improvements at existing stations to the development of new stations (subject to feasibility work). The County Council works closely with relevant District and Borough Councils to identify potential improvements and safeguard land through the Local Plan process, if appropriate.</p>
<p>Parking at stations in terms of availability and cost.</p>	<p>Parking at stations is an emotive topic. Across Warwickshire, the majority of rail station car parks are in control of the Train Operator, who set the parking charges. The County Council encourages the operator to set these charges appropriately, taking into account the station location, destinations of rail users and other local parking sensitivities.</p>
<p>Some concern regarding Parkway station proposals</p>	<p>The proposals for new parkway stations as set out in the draft rail strategy are subject to feasibility work. Such schemes will only be progressed if clear demand and a strong business case can be demonstrated. Parkway stations provide the opportunity for people to access the rail network and offer new connectivity between destination. If positioned on the edge of settlements they can offer the opportunity for users to either walk or cycle to the station.</p>
<p>Accessibility and rail travel for people who have a disability</p>	<p>The County Council works with the Train Operators in an attempt to improve access and travel options for people with a disability who wish to travel. Where appropriate the County Council will bid for funding, or support the Train Operators in such a bid (e.g Access for All funding) where a particular scheme has been identified. Examples include Stratford station, where lifts were provided, and Warwick Station, which was recently awarded funding for the installation of lifts. Station refurbishments (e.g. Stratford station) also provide the opportunity for the rail industry to ensure that accessibility standards are met.</p>

	All new stations and station infrastructure is built in accordance with nationally recognised accessibility standards, including those specific to the rail industry.
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2.7 Written response results

- 2.8 Thirty eight written responses were received in response to the consultation; these were primarily from our key stakeholders and partners. Table 2 below sets out the origin of written responses.

Table 2

Key Stakeholders/Partners/MPs	Town & Parish Councils
Birmingham International Airport	Ansley Parish Council
Chiltern Railways	Honeybourne & Pebworth Parish Council
Guide Dogs	Kingsbury Parish Council
Highways England	Lapworth Parish Council
Midlands Connect	Shrewley Parish Council
Network Rail	Southam Town Council
Shakespeare Birthplace Trust	Welford Parish Council
University of Warwick	Rail User Groups
Craig Tracey MP	Atherstone Rail User Group
Nigel Huddleston MP	Northampton Rail User Group
Local Authorities	Rugby Rail User Group
Coventry City Council	Other
Gloucestershire County Council	Responses submitted on behalf of individuals – 6 responses submitted
Hinckley & Bosworth Borough Council	Atherstone & Mancetter Labour party
Leicestershire Country Council & Leicester City Council	Earlswood & Forshaw Heath Residents Association
North Warwickshire Borough Council	Stratford Transport Group (verbal response)
Rugby Borough Council	
Stratford –Upon-Avon District Council	
Warwick District Council	
Worcestershire County Council	
Federation of Small Businesses	

- 2.9 A summary of key issues raised by respondents who submitted written responses are shown below in Table 3.

Table 3; Summary of key issues from written responses

Key Issue raised	WCC Response
Service and Station improvements	
<p>Support for re-opening of the Stratford – Honeybourne line. Desire by some respondents to see this happen as soon as possible.</p>	<p>The County Council is a member of the North Cotswold Taskforce, which has committed to examining the case for the reinstatement of the Stratford – Honeybourne rail link. The scheme cannot come forward until after other capacity improvements have been delivered along the North Cotswold line and therefore this is not a scheme that can be delivered in the short /medium term. The County Council is working with the Train Operating Companies to secure further improvements to services to operating between London and Stratford.</p>
<p>Support for the development of Coleshill Parkway as an interchange hub and Henley station as a rail hub for the rural hinterland.</p>	<p>The County Council welcomes this support and is working with the relevant organisations to progress these proposals</p>
<p>Support for service improvements but concern regarding car parking availability. Some concern that public transport/sustainable travel options should be promoted in addition to/instead of increasing car parking provision.</p>	<p>Where possible the County Council will deliver improved sustainable transport provision to and at stations. Good availability of car parking availability at stations is supported as it can encourage people to switch from road to rail, for at least part of their journey. Funding for a variety of improvements will be sought from a number of sources when and where appropriate.</p>
<p>Desire to see service improvements across the network including specifically along the NUCKLE corridor and Stratford - Birmingham corridor</p>	<p>The County Council works closely with West Midlands Rail Executive and the Train Operators in attempt to secure the maximum improvements to the rail network in Warwickshire. West Midlands Trains have recently introduced more evening and weekend services across many routes and further improvements will be delivered over the life of the franchise. Some further service improvements e.g. along the NUCKLE corridor will require significant infrastructure improvements.</p>

Improved access to UK Central/HS2 interchange.	The County Council will seek to maximise access to HS2 and UKC via a range of modes, including rail. To access UKC by rail from a number of locations across the County will require an interchange due to a lack of direct rail infrastructure along certain corridors.
General support for improvements to existing station and would welcome more rapid delivery.	Improvements to stations will be delivered as soon as practical. Funding and delivery opportunities will be sought and where possible improvements will be brought forward more quickly.
New station proposals	
Comments regarding proposals for parkway stations, both in support and objections, including a desire to get a better understanding of the impact these proposals may have on other local stations and service provision.	The proposals for new parkway stations, as set out in the draft rail strategy are subject to initial feasibility work. Such schemes will only be progressed if clear demand and a strong business case can be demonstrated. Parkway stations provide the opportunity for people to access the rail network and offer new connectivity between destinations. The possible location of sites, including the impact on the local and strategic road network, will be assessed during the initial feasibility work along with the potential rail service that would be able to call at the station. If positioned on the edge of settlements they can offer the opportunity for users to either walk or cycle to the station.
General support for new station proposals and would like to see more rapid delivery.	The County Council will bring forward new stations as soon as feasible and will seek more rapid delivery where possible.
Wider connectivity improvements to stations	
Wider connectivity via other modes to and from stations, particularly by bus.	The County Council acknowledge that access to stations by bus can be problematic and work closely with the bus operators in attempt to integrate bus and rail services more effectively. Where bus services are commercial this is often difficult to achieve. Patronage can also prove challenging; A comprehensive, subsidised bus service to the station was provided when Kenilworth Station opened, however the service had to cease due to a lack of patronage. The County Council will investigate alternatives to traditional bus services such as Demand Responsive Services.

Accessibility and rail travel	The County Council works with the Train Operators in an attempt to improve access and travel options for people with a disability who wish to travel. Where appropriate the County Council will bid for funding, or support the Train Operators in such a bid (e.g. Access for All funding) where a particular scheme has been identified. Examples include Stratford station, where lifts were provided, and Warwick Station, which was recently awarded funding for the installation of lifts. Station refurbishments (e.g. Stratford station) also provide the opportunity for the rail industry to ensure that accessibility standards are met. All new stations and station infrastructure is built in accordance with nationally recognised accessibility standards, including those specific to the rail industry.
Other	
Supportive of Warwickshire's involvement in wider regional level work e.g. Midlands Connect work streams.	The County Council are fully involved in the work of Midlands Connect and seek to maximise the benefits of identified programmes of work to Warwickshire.
General support for policies as set out in the draft strategy.	

3.0 Financial Implications

- 3.1 There are no specific capital or revenue implications associated with the publication of the adoption of the strategy itself. However it would be noted that no funding is secured to enable delivery of the strategy and funding opportunities will be sought as appropriate.

4.0 HS2 Review

- 4.1 It should be noted that the HS2 Oakervee review is currently being undertaken by an independent panel, this review is considering the future of HS2 in terms of how the scheme will be taken forward. It is expected that the panel will report its findings to Government in October, at which point the Government will consider the recommendations of the panel with a view to making a wider announcement before the end of the year.
- 4.2 The possible outcomes of the review, in terms of substantial delay or abandonment are likely to have a significant impact on how the Warwickshire rail strategy can be delivered, especially where improvements are dependent on released capacity as a result of the delivery of HS2.

4.0 Timescales associated with the decision and next steps

- 4.1 It is anticipated that the final Rail Strategy, along with a full consultation report will be taken to Cabinet in January 2020. However, as noted above, the County Council are awaiting the outputs of the review of HS2. Significant changes to the route and delivery timescales will have a significant impact on some of the proposals set out in the strategy and as a result the strategy will be subject to revision before being presented to Cabinet in March 2020.

Background papers

1. Rail Strategy Consultation Report
2. Warwickshire Draft Rail Strategy 2019-2034

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Local Member(s):

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DRAFT WARWICKSHIRE RAIL STRATEGY 2019-2034

CONSULTATION RESULTS

Author: Rosie Smith

Date published: October 2019

Report produced by the Insight Service, Commissioning Support Unit

BACKGROUND

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

METHODOLOGY

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

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

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

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



KEY MESSAGES

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



RESULTS – CONSULTATION ANALYSIS

RESPONDENT PROFILE

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

Figure 1 Respondent Profile

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



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

ABOUT RESPONDENTS

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

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

Figure 2 Number and proportion of respondents by location

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

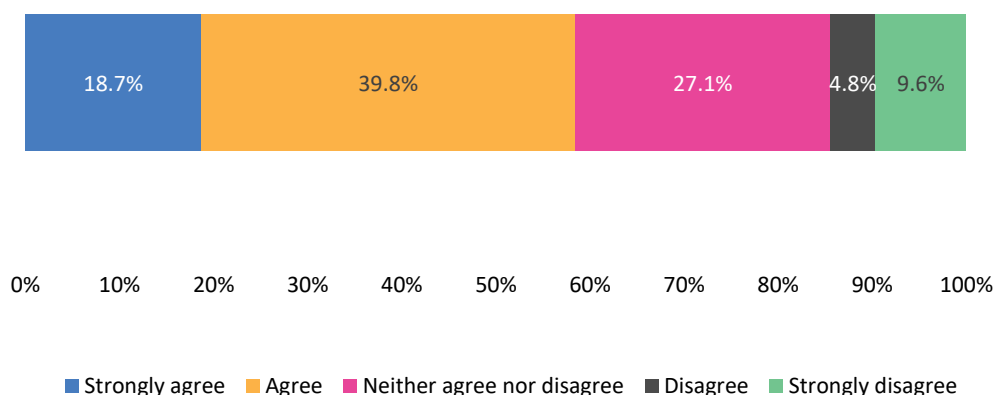


Almost a third of individual respondents were from North Warwickshire while only around 8% were from Rugby Borough.

OVERVIEW OF THE WARWICKSHIRE CONTEXT

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

Figure 3 Do you agree or disagree with this overview of the Warwickshire context?



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

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



Figure 4 Key themes additional constraints and opportunities

The number of respondents commenting on this question was 83

Theme	Description	Example quotation for illustration	Count
Access, Traffic & Parking	<p>A range of issues were mentioned by respondents including:</p> <ul style="list-style-type: none"> • Integrated transport network i.e. how bus and cycle travel should be considered and 'joined up' • Parking provision issues especially at any new parkway facilities • Passenger capacity on some services • Disabled access 	<p><i>"It is imperative that people can travel into and out of towns to and from railways by bus or tram or via cycle lanes"</i></p> <p><i>"Integration with other public transport services should be considered too."</i></p> <p><i>"Parking charges at stations are a key factor in train usage for commuters."</i></p> <p><i>"Disabled wheelchair users' access"</i></p> <p><i>"The Cross Country trains are so overcrowded at peak times it is unsafe and is an off outing factor as a viable commute to Birmingham International, New Street and beyond."</i></p>	39
Specific line and station improvements	<p>A large number of comments related to specific sites/lines in different parts of the county. These included</p> <ul style="list-style-type: none"> • re-instating some lines and stations. • Improving the service on specific lines e.g. later evening and weekend travel • Reference to large scale housing developments and the need to make provision for them 	<p><i>"You need to reconnect Stratford and Honeybourne so that more services to London can be offered and support the new housing planned at long Marston"</i></p> <p><i>"Thought should be given into developing better east-west connection".</i></p> <p><i>"A railway station near Walsgrave hospital would help to reduce traffic significantly"</i></p> <p><i>"More trains in the evening for social use"</i></p>	36

KEY OBJECTIVES

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

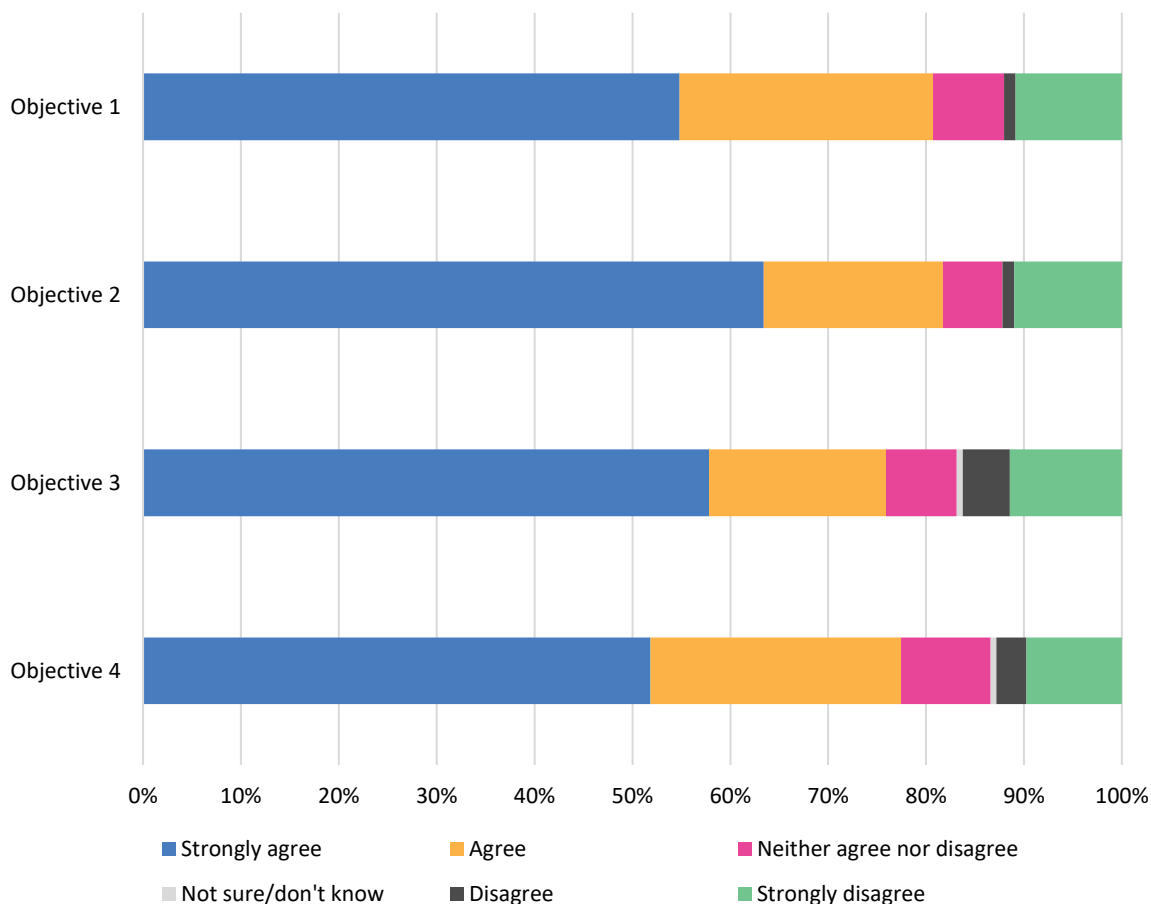
- **Objective 1:** Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses



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

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

Figure 5 Agreement/disagreement with key objectives



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



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

The number of respondents commenting on this question was 59

Theme	Description	Example quotation for illustration	Count
Integrated transport	Frequent reference was made by respondents to the need to consider other modes of transport alongside objectives for rail travel as this had a major impact on the accessibility of train travel.	<p><i>"Ensure that new rail services are not dependent on owning a car."</i></p> <p><i>"Improve station facilities so that it is easier to reach stations by all means of transport"</i></p>	26
Specific station and route comments	<p>As in the previous question a number of comments related to specific sites/lines in different parts of the county. Comments related to:</p> <ul style="list-style-type: none"> • Proposals for new stations • Improvements to existing stations • Frequency/quality/affordability of service 	<p><i>"Don't see the point of Nuneaton Parkway. Build a car park at Weddington Terrace. It's 4 minutes' drive from the top of the Long Shoot and walkable."</i></p> <p><i>"Develop Atherstone station including footbridge between platforms."</i></p> <p><i>"Must improve train frequency on Shakespeare line."</i></p>	18
Access/consideration for people with disabilities	Some respondents indicated they would like to see more reference to provision for people with disabilities as part of the objectives	<i>"I am disappointed that you have not mentioned disabled users so far."</i>	5

POLICY AGREEMENT

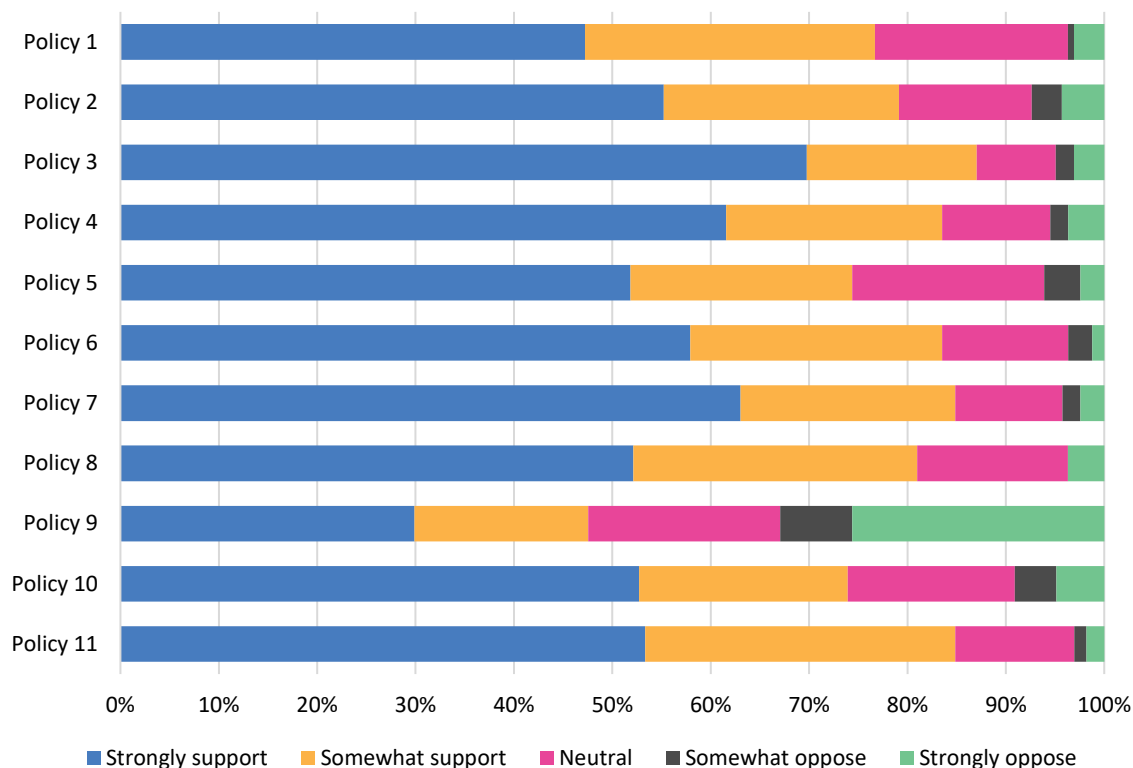
The draft Warwickshire Rail strategy outlined a range of policies and how these related to the objectives. Respondents were asked the extent to which they agreed or disagreed with policies set out in the draft Warwickshire Rail Strategy. These were:

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



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

Figure 7 Levels of agreement with policies 1-11 in the draft Warwickshire Rail Strategy



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

Figure 8 Other policies which should be included

The number of respondents commenting on this question was 54

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



		<i>"There needs to be further explanation about why you're proposing a new station for Polesworth - probably on a green field site and away from current residential areas."</i>	
Integrated planning	Respondents expressed a desire to see a greater emphasis on better connections to the rail network, making it easier to walk, cycle and use public transport to access rail services	<i>"Not enough emphasis on discouraging use of private cars to enable access to railway stations. Be bolder and more imaginative."</i> <i>"I think there is a need for as many bus/rail interchanges as possible."</i> <i>"Joined up thinking about intermodal interchange."</i> <i>"Last mile access to stations needs addressing. Road congestion and safety around stations is critical."</i>	14
Environmental issues	Comments relating to the impact of proposals on the local environment. These included <ul style="list-style-type: none"> • Impact on countryside/pollution from additional cars and freight • Impact on local residential areas including visual impact, congestion and safety 	<i>"Last mile access to stations needs addressing. Road congestion and safety around stations is critical."</i> <i>"Motorcar access to stations impacts heavily on residential neighbourhoods surrounding stations. It is essential that developments at and for stations and rail travel do not lead directly or indirectly to negative impacts on residential areas."</i>	11
HS2	A handful of respondents confirmed their objections to the proposed HS2 project	<i>"HS2 is destroying the Warwickshire (and other) countryside with no benefit to the residents of most of the county."</i>	6

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

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

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



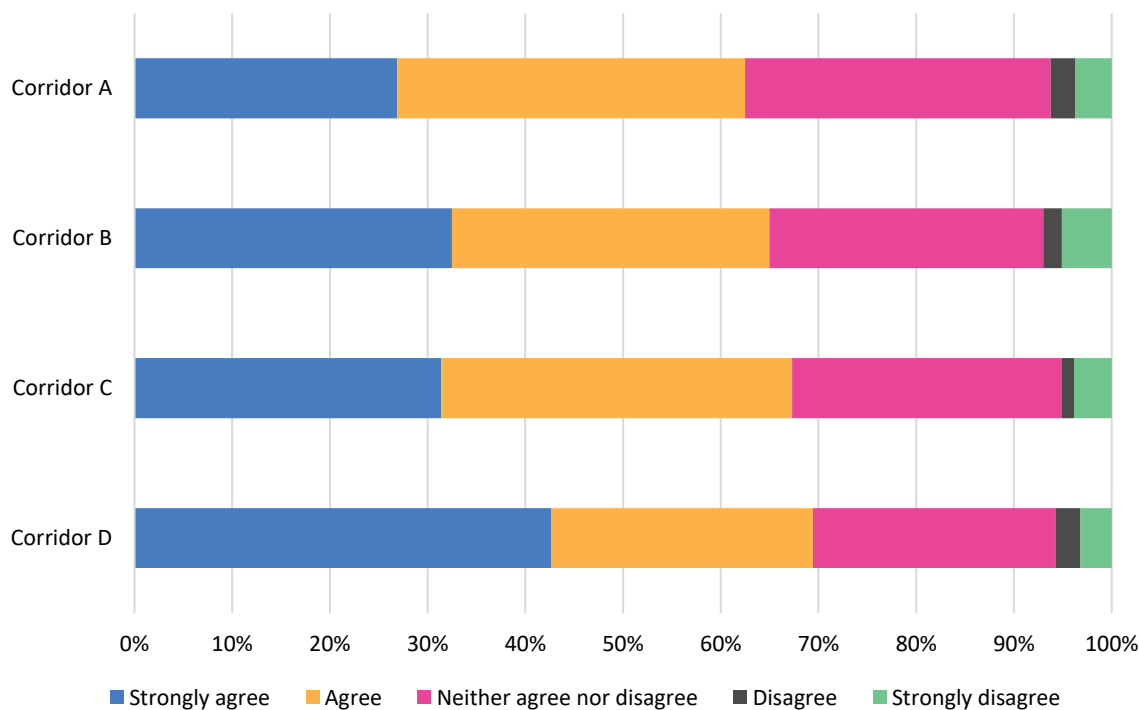
RAIL CORRIDORS

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

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

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

Figure 9 Level of agreement/disagreement with proposals set out for rail corridors A-D in the draft Warwickshire Rail Strategy



Overall, there was no marked difference between agreement scores (Strongly agree/agree) for proposals for each of the rail corridors. Agreement scores varied from 62.5% for Corridor A to 69.4% for Corridor D. Around a quarter to a third of all respondents indicated they neither agreed nor disagreed with proposals for each rail corridor.



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

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

Corridor	Description	Example quotation for illustration	Count
Corridor A	<ul style="list-style-type: none"> • Polesworth station – questions about current service and its future • Parkway comments • Reference to the frequency of services generally and desire to see more trains running for longer (including evenings/Sundays) • Suggestions for specific additional/re-opening of stations and line improvements (double tracking) 	<p><i>“Increased frequency at Polesworth station on the Trent Valley lines, with services going south too”</i></p> <p><i>“It is not clear that the proposed new station at Polesworth Parkway will transfer trips from road to rail.”</i></p> <p><i>“Increased long distance services from Nuneaton. Later trains and improved Sunday service”</i></p> <p><i>“There should be more not less fast trains from Coventry and Rugby to London.”</i></p>	22
Corridor B	<ul style="list-style-type: none"> • Reference to the frequency/ of services generally and desire to see more trains running for longer and more faster train services • Specific line/station improvement suggestions 	<p><i>“Better interchange at Nuneaton, as reinstating a direct line to Leicester is difficult and costly, engineering-wise.”</i></p> <p><i>“The route needs to provide trains that are fast and regular. At present the route is slow and travel by car to Nottingham for example is easier and cheaper”</i></p> <p><i>“more services longer trains and better reliability of trains, expand Nuneaton station further rather than building a parkway station, parkway station likely to draw services away from current stations e.g. Nuneaton and Hinckley, which need more frequency and capacity rather than a new station”</i></p>	33
Corridor C	<ul style="list-style-type: none"> • More frequent services and later/Sunday services • More capacity on trains • Specific line/station improvements 	<p><i>“At Water Orton, more services throughout the day moving to a 30 min service and re-introduction of services to Tamworth and derby”</i></p> <p><i>“Pleased to see possibility of Kingsbury station but in the short term surely more use should be made of the Kingsbury loop.”</i></p>	28
Corridor D	<ul style="list-style-type: none"> • Specific line and station improvements • Frequency of service including later and Sunday services 	<p><i>“All stations must be fully accessible (for wheelchair users, parents with pushchairs etc.)”</i></p> <p><i>“You need more trains going and</i></p>	34



	<ul style="list-style-type: none"> Disables access notably Warwick and Leamington stations Parking provision especially at smaller stations Integration with bus timetables 	<i>later services back from Birmingham</i> <i>"Extend the service from Stratford to Honeybourne"</i> <i>"Surely the service to Stratford via Dorridge should serve Lapworth."</i>	
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Transformational Impact

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

Figure 11 Transformational impact on Warwickshire communities

The number of respondents commenting on this question was 41

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	<ul style="list-style-type: none"> Some concern expressed about proposed parkway stations Reference made to specific line improvements in parts of the county 	<p>There needs to be more information provided on the proposed location for Polesworth Parkway. Very surprised the local county cllr hasn't seen fit to engage with his community about this</p> <p>I'm not convinced about a Rugby Parkway station with only 260 parking spaces unless public transport from surrounding towns and villages is introduced to get passenger to the new station.</p> <p>integrating travel from Nuneaton into the Midlands sounds a good idea if we can introduce good connections to these towns and cities</p> <p>Fast trains between Rugby and Milton Keynes should be timed to connect with East - West rail services at the latter point.</p>	13
Generic positive comments	A range of positive comments about the proposals were expressed by respondents	<p><i>"All schemes identified here are fully supported."</i></p> <p><i>"They are all very logical and sensible proposals"</i></p>	8
Integrated Transport	Comments expressing the need to integrate train services with other transport modes	<p>will links with buses to serve proposed additional stations also be developed?</p> <p>don't forget cyclists, and those with mobility issues who are mostly excluded at this time</p>	7
Other incl. Environmental impacts, timescales, frequency and disabled access	A range of comments were made that covered reference to environmental impacts, the timescales for the proposals, frequency of services on some	<p><i>"Local impact assessment needs to be made for existing infrastructure"</i></p> <p><i>"It is unclear if the time lines indicated here are on schedule (a new bay platform in Coventry by 2019?!) and to maintain trust in these proposals,</i></p>	15



	lines and accessibility issues for people with disabilities	<i>realistic time frames must be proposed and planned for</i> <i>"The draft strategy can only prove truly transformative if it meets the needs of all current and prospective rail users within the county"</i>	
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Respondents were also asked if they had comments relating to investment priorities and delivery of the draft Warwickshire Rail Strategy.

Figure 12 Investment priorities and delivery

The number of respondents commenting on this question was 33

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	Reference made to specific route/station improvements	<i>"It cannot be emphasised enough the importance of re-opening Stratford to Honeybourne via Long Marston "garden village"</i> <i>"Some infrastructure improvements, e.g. Rugby - Coventry - Birmingham and at Nuneaton to enable Coventry - Leicester services, should be prioritised and not have to wait for HS2 (if indeed this ever happens)."</i>	6
Integrated Transport	A number of comments stressed the need to look at the whole public transport system in an integrated way.	<i>"Don't look at rail in isolation from the rest of the public transport system."</i>	6
Negative sentiments	Negative sentiments expressed by respondents	<i>"This is lip service as I feel you have already decided what you want to do and where"</i>	5
Other incl. broadly positive comments, re-nationalisation, funding and accessibility	A number of comments were made which broadly supported the proposals. Others related to the funding of the proposals, impact of BREXIT, re-nationalisation and accessibility	<i>"agree strategy"</i> <i>"Wouldn't it be so much better if railways were somehow back in national ownership?"</i> <i>"accessibility must be an investment priority and should form a key part of franchising specifications. "</i>	18

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



Figure 13 Any other comments on the draft Warwickshire Rail Strategy

The number of respondents commenting on this question was 37

Theme	Description	Example quotations for illustration	Count
Specific station/route comments	Reference made to specific route/station improvements	<p><i>"Atherstone is a well used station and as the Town Council we support WCC and hope to see more parking and better facilities and access for all abilities."</i></p> <p><i>"I do not feel that the proposal for a Polesworth Parkway station is a good idea"</i></p> <p><i>"Consideration should be given to 're-opening closed lines. Leamington to Rugby, Kenilworth to Berkswell Stratford southbound. or at least ensuring tracked is protected"</i></p> <p><i>"Water Orton residents do have a feeling of being the poor relation of Warwickshire when you consider the quantity of trains that pass through our village. It would require little investment to make improvements to the service."</i></p>	12
Negative sentiments	Negative sentiments expressed by respondents including: <ul style="list-style-type: none"> • Clarity on detail of proposals • The consultation process • Impact of Brexit 	<p><i>"The documents set out lots of aspirational plans, but many are without real detail on the funding routes, time frames and risk factors."</i></p> <p><i>"There was a lack of workshops with councillors and rail user groups before the strategy was produced"</i></p> <p><i>"Nothing on overall risks to delivery including impact on businesses of Brexit. The business landscape may change significantly under different Brexit outcomes."</i></p>	10
Positive sentiments	Generic positive/support comments by respondents	<p><i>"Generally supportive"</i></p> <p><i>"It is good that the county council is working with other organisations to improve transport links."</i></p> <p><i>"any policy which takes people out of private cars and off the roads is a good policy"</i></p>	9
Integrated Transport	Integrating proposals with other plans (including development) and other transport modes	<p><i>"The strategy needs greater alignment with proposals and programmes for new development and how the main objectives can be aligned with specific growth proposals to promote rail usage "</i></p> <p><i>"comments already made about parking and linked bus services"</i></p> <p><i>As a priority please improve cycle path links from stations.</i></p>	7





Warwickshire Rail Strategy 2019 - 2034



Contents

1. The Warwickshire Context
2. Opportunities
3. Developing the Strategy
4. Identified Improvements
5. Making it Happen

1. The Warwickshire Context

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 strategy sets out Warwickshire County Council's ambitious and challenging plans to improve the rail offer in Warwickshire. This Strategy is a non-statutory policy document supporting the Third Local transport Plan but it is intended that it will form part of the Fourth Local Transport Plan when that is prepared.

Supporting Warwickshire's Economy & Growth

Warwickshire is a growing County with a population of approximately 550,000 people and a thriving economy with

substantial levels of new housing and employment opportunities committed in local Plans.

The location of housing and employment growth is highlighted in figure 1.0. This growth will place additional pressure on the existing rail services and infrastructure (e.g. access to stations) and present new connectivity opportunities. A key aim of the strategy is to maximise the opportunity for the travel demands of the 160,000 new households planned to be built across Warwickshire during the plan period.

Figure 1.0 The Warwickshire Context

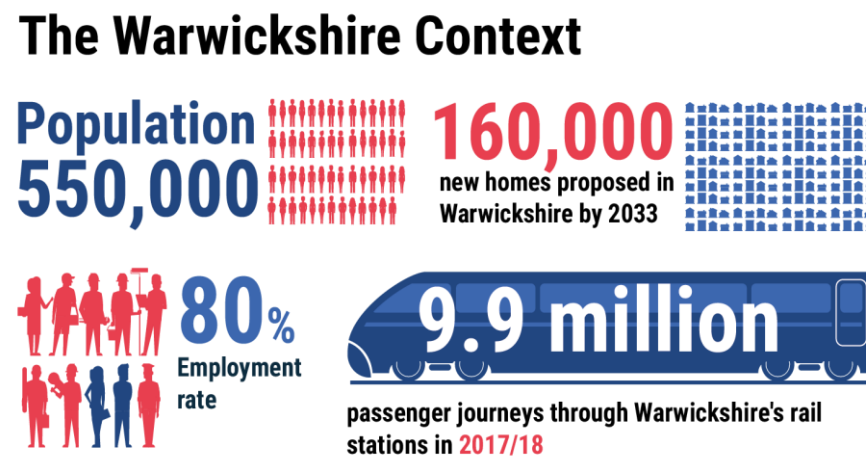
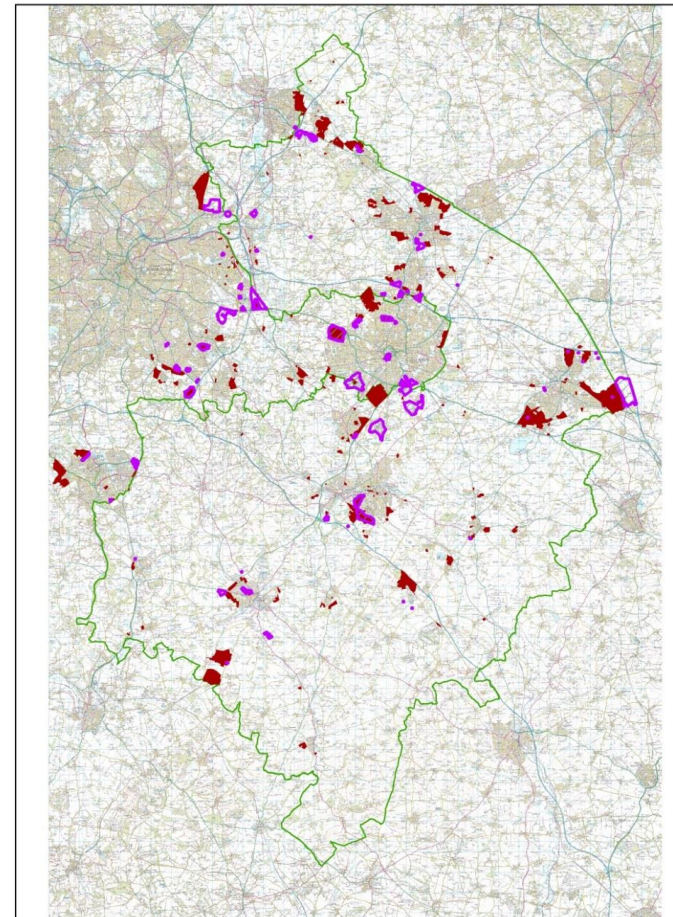


Figure 2 Housing and Employment Allocation

Warwickshire: Major Housing and Employment Allocations



Legend

- Housing Allocations
- Employment Allocations

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Warwickshire
County Council
Communities
06 Dec 2018

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The wider West Midlands Region will also experience significant growth with the Region’s economy forecast to grow by 14% by 2032 with an anticipated 900,000 more people and 450,000 new jobs.

Given this unprecedented scale of development, it will be challenging for existing rail infrastructure and service provision across Warwickshire (and the wider region) to accommodate growth. Investment in Warwickshire’s rail network in terms of infrastructure and service enhancement is therefore vital to achieve this sustained growth, improve connectivity and capture the wider social and environmental benefits.

Current Rail Services, Connectivity and Patronage

Warwickshire is fortunate to be served by a number of key rail routes, providing connectivity of local, regional and strategic importance. A number of Train Operating Companies (TOCs) provide passenger services along these routes and between them are responsible for the management of the rail stations.

Core rail routes serving Warwickshire are summarised in table 1.

The rail network in Warwickshire is used for a range of journey types with commuting and business use of significant importance. Large numbers of people from a range of socio-economic groups travel by rail between Warwickshire and the West Midlands conurbation and there is also a significant level of rail use between Warwickshire, the Thames Valley, London and the wider southeast.

In addition to passenger rail services, the role of rail freight must also be considered. The value of rail connected freight facilities is recognised in minimising the impact of freight on the local and strategic highway network. The County Council will work with relevant partners within the road and rail freight industry to ensure where possible that the needs of passenger and freight services are balanced.

The core Warwickshire rail network and stations (as at 2019) is shown in figure 3 on page 7.

Table 1; Core Rail Routes serving Warwickshire

Key Route	Current Train Operator (2019)
Leamington Spa – Birmingham Stratford –upon–Avon – Birmingham (via Henley-in-Arden or Dorridge)	West Midlands Trains/London North Western Railway
Leamington – Coventry Coventry - Nuneaton	
Regional/National services between a) Birmingham – London Euston via Coventry, Rugby, Northampton Milton Keynes and Watford Junction b) Crewe – London Euston via Stafford, Tamworth, Nuneaton, Rugby, Northampton, Milton Keynes and Watford Junction.	
Regional/national high speed Services serving Rugby and Nuneaton Stations, providing some connectivity from Rugby to London Euston in the South and Glasgow in the North and from Nuneaton to Euston and the North West (Manchester).	Virgin Trains
London Marylebone – Birmingham via Leamington Spa, Warwick, Warwick Parkway, Hatton and Lapworth. Limited service between Stratford –upon–Avon and London Marylebone and Stratford – Leamington Spa Shuttle Service (via Claverdon and Bearley).	Chiltern Railways
National network of rail services, with calls at a limited number of Warwickshire Stations, providing important national, regional and local connectivity. a) Leamington Spa; calls at Leamington Spa provide important direct connectivity with the South Coast and the North of England and Scotland. Passengers can also utilise this service to undertake local trips to Coventry, Birmingham, Oxford and Banbury. b) Coleshill Parkway and Nuneaton – proving important commuter services to Birmingham and Leicester and wider connectivity to Stanstead Airport and East Anglia.	Cross Country
The Cotswold Line, whilst not within the Warwickshire administrative boundary provides important rail connectivity between Hereford, Great Malvern, Worcester and London Paddington. Stations served by this route include Evesham, Moreton-in-Marsh and Honeybourne, all of which are of significance to Warwickshire residents living in the far south of the County.	Great Western Railway
A number of other stations are used by a significant number of Warwickshire residents in order to benefit from rail connectivity opportunities; these include Coventry, Tamworth, Sutton Coldfield, Birmingham International, Redditch, Evesham, Honeybourne and Moreton-in-Marsh. These ‘out of county’ stations are likely to experience similar growth to those within Warwickshire and therefore need to be considered for appropriate service and station enhancements. Such work will be need to be agreed with the relevant local authority and Train Operator.	

Figure 3 Warwickshire Rail Stations



Passenger Volumes

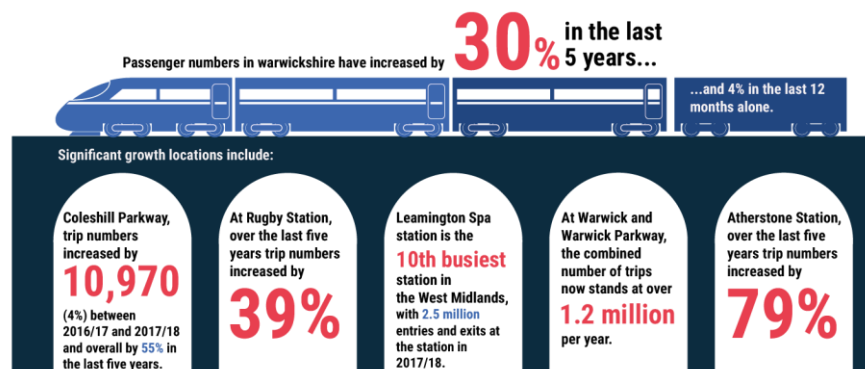
Warwickshire stations, on average have continued to experience significant levels of passenger demand. The table below summarises passenger volumes at Warwickshire stations and the growth over the last 5 years. Key stations outside the County are also included.

Table 2; Passenger Use by Station

Station	Annual Usage 2017/18	Growth since 2016/17	Growth since 2012/13	Station	Annual Usage 2017/18	Growth since 2016/17	Growth since 2012/13
Atherstone	148,998	4%	79%	Polesworth	262	-79%	-64%
Bearly	1,106	39%	65%	Rugby	2,527,944	3%	39%
Bedworth	91,794	8%	49%	Stratford Parkway	92,782	14%	N/A
Bermuda Park	28,378	41%	N/A	Stratford-Upon-Avon	1,042,086	1%	16%
Claverdon	2,782	-11%	21%	The Lakes	13,062	-6%	13%
Coleshill Parkway	297,970	4%	55%	Warwick	619,574	4%	18%
Danzey	8,198	8%	16%	Warwick Parkway	669,940	2%	15%
Hatton	60,674	17%	51%	Water Orton	55,652	8%	40%
Henley-In-Arden	140,202	5%	27%	Wilmcote	24,244	4%	24%
Lapworth	52,804	14%	59%	Wood End	11,740	-12%	0%
Leamington Spa	2,671,422	5%	27%	Wooton Wawen	11,128	24%	5%
Nuneaton	1,313,980	2%	26%	Total County	9,886,722	4%	30%

Out of County Stations	Annual Usage 2017/18	Growth since 2016/17	Growth since 2012/13	Out of County Station	Annual Usage 2017/18	Growth since 2016/17	Growth since 2012/13
Coventry	7,558,210	2%	39%	Redditch	1,077,690	4%	21%
Coventry Arena	99,516	15%		Evesham	246,900	-4%	-4%
Tamworth	1,223,106	2%	27%	Moreton-in-Marsh	268,866	3%	28%
Sutton Coldfield	1,624,334	1%	19%	Honeybourne	61,858	4%	29%
Birmingham International	6,664,422	3%	47%				

Figure 4 Warwickshire Rail Statistics



The overall trend in the number of rail passengers in Warwickshire is one of sustained growth. Passenger numbers across the County have increased by 30% in the last 5 years and 4% in the last 12 month period alone. Significant growth locations include:

- **Coleshill Parkway**, where the number of trips has increased by 10,970 (4%) between 2016/17 and 2017/18.
- The number of trips at **Rugby** station has increased by 39% over the last five years, placing further pressure on the station which is already at capacity in terms of highway access and parking.
- **Warwick** and **Warwick Parkway**, where the combined number of trips now stands at over 1.2 million per year.

- **Leamington Spa** station is the 10th busiest station in the West Midlands, with 2.5 million entries and exits at the station in 2017/18.
- **Atherstone** station, where the number of trips in the last 5 years has increased by 79%, largely driven by

London Midland's initiatives between 2012-14 to reduce journey times and increase frequencies to key destinations.

New stations

The success of stations opened by Warwickshire County Council, which began with Warwick Parkway in October 2000, demonstrates the effectiveness of providing new access points to the rail network that take account of existing and changes to travel demands. The total number of passengers using stations developed by Warwickshire County Council exceeds 1.18m per year. Warwickshire's newest station, Kenilworth, opened in summer 2018 and has succeeded in attracting a total of over 128,000 (figure being confirmed by WMR) passenger journeys to/from Kenilworth Station from opening in May 2018 to the end of December 2018.

Future Growth

It is evident that rail is the mode of choice for many Warwickshire residents and the importance of this mode of travel is likely to strengthen going forward. Network Rail Route Studies provide further evidence of this increasing demand for

rail services. For this level of demand to be realised there will need to be improved access to existing stations and capacity improvements on the rail network (e.g. more frequent services, longer trains). Warwickshire will also explore opportunities for new stations to maximise opportunities for residents to access the rail network. Without such improvements there is the possibility of rail demand being suppressed.

HS2 and Released Capacity

The arrival of HS2 Phase 1 (London to West Midlands) in 2026 and Phase 2b (West Midlands to Yorkshire) in 2033 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 . Phase 2b of HS2 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 maximise opportunities to secure improvements for the local community as appropriate.

2. Opportunities & Constraints

The majority of the rail network in Warwickshire is operating at capacity in terms of:

- Track infrastructure (e.g. sections of single line track, level crossing points, line speed restrictions);
- Capacity and availability of rolling stock;
- Capacity at stations, e.g. car parking availability and;
- Timetable issues – availability of train ‘paths’ to introduce new services/station calls.

Future service enhancement, improved connectivity opportunities and new access points to the rail network are required to meet the demand for known and future growth and provide opportunities to maximise the wider economic and social benefits for Warwickshire. However, this will require, in

most cases, significant financial investment. Section 5 (Identified Improvements) details specific constraints and likely investments that will be required in order to deliver Warwickshire’s aspirations in the future.

Despite the challenging nature of delivering rail service, connectivity and capacity improvements, there are number of opportunities that Warwickshire will seek to maximise in order to help secure infrastructure, service and capacity improvements.

- **Governance Opportunities**

Warwickshire County Council is an active and full member of a number of regional organisations that have a direct impact on rail services in Warwickshire and the wider region:

- **West Midlands Rail Executive (WMRE)**

WMRE is a partnership of 16 West Midlands Local Authorities co-managing the West Midlands Railway franchise with the Department of Transport. WMRE is responsible for planning the strategic future of the West Midlands rail network.

- **Midlands Connect**

Midlands Connect is a partnership of a number of organisations, including 23 West and East Midlands local authorities. The work undertaken by Midlands Connect is multi-modal but includes significant rail infrastructure and service improvement programmes.

- **Department for Transport/Network Rail** with regards to the long term planning process and funding opportunities and engagement with the Office for Road and Rail (ORR).

- **Re-Franchising opportunities**

This provides a significant opportunity to secure improvements for Warwickshire via a) influencing the service specification issued to the market by the Department for Transport (DfT) and b) discussions with shortlisted bidders regarding our aspirations for rail in

Warwickshire that may be reflected in bids submitted to DfT.

- **Train Operating Companies**

Warwickshire already enjoys positive relationships with the Train Operators serving Warwickshire. These relationships will be further developed in the future to secure improvements to Warwickshire's rail services and infrastructure.

- **Realising the benefits afforded by HS2**

Close liaison with the successful bidder for the West Coast Partnership is required to help maximise the benefits of associated with released capacity on the West Coast Mainline and wider classic rail network post-2026 in terms of improved/new service provision for Warwickshire.

- **Capturing the benefit of Highway Improvements**

There are a number of significant highway improvements planned in Warwickshire during the next 15 years, some of which will provide an opportunity to secure better connectivity to the rail network and enable new stations to come forward, taking into account existing and future travel demand. The County Council also has a role as local highway authority to improve access to stations by a variety of modes. This can be crucial in some town centre locations where highway space is constrained and congestion can deter people from using a station.

We will also work with Highways England and other stakeholders such as Transport for the West Midlands and Midlands Connect to secure improvements to the Strategic Road Network which will benefit rail accessibility.

- **Funding and delivery opportunities**

It is vital that the County Council takes advantage of any funding and delivery opportunities that are available going forward. It is likely that this will include more traditional methods of funding including bids to Government (e.g. the New Station Fund) but also more innovative ways of securing delivery.

Ticketing and fares

The County Council will work with West Midlands Rail Executive and Midlands Connect as appropriate to deliver improved ticketing options (including ticketless travel) for passengers to help improve the overall journey experience. The Council will also engage with any review of rail fares that are undertaken at a national and regional level to secure the best outcome for Warwickshire's residents.

Innovation

The County Council are committed to supporting innovation in the rail sector to help deliver an improved rail offer.

The Quinton Rail Technology Centre, located on the former MOD site at Long Marston, is an increasingly important storage, research and development facility for the rail industry. It is connected to the Cotswold Line at Honeybourne via a spur along the former line to Stratford-upon-Avon, and also benefits from access to the local highway network. The site offers a range of facilities including:

- Secure storage of off-lease rolling stock with 20km of sidings (the largest in the UK);
- Approximately 2000m² of covered workshops with associated handling equipment and crainage;
- 4 hectares of open hard standing storage space;
- Training rooms;
- Undercover meeting and exhibition space;
- A 3km endurance test loop along with a light rail test track; and
- On-site 24/7 logistics support.

QRTC works closely with the supply chain of the rail industry as well as a number of universities and other research facilities in relation to testing and innovation activity. They are keen to develop their offer further, particularly around evolving areas such as Very Light Rail and autonomous vehicles.

3. Developing the Strategy

The strategy has been developed to maximise the economic, social and environmental benefits of the rail network to Warwickshire's residents and businesses.

The Economic Value of Rail Connectivity and Service Improvements

An economic model has been used to measure the impact of enhanced train services on connectivity between economic centres, quantifying the benefits of closer proximity of businesses and labour markets to each other. The evaluation

takes into account existing and committed housing and employment levels and quantifies the uplift in economic benefits derived from improved connectivity (expressed as Gross Value Added (GVA)).

A number of service scenario options have been modelled as part of the development of the West Midlands Rail Strategy, with further tests undertaken to understand a number of service scenario aspirations in Warwickshire. The headline results of this testing for Warwickshire are shown below.

Table 3 Service Improvement Aspirations

Service Improvement Aspirations on Key Corridors	Warwickshire GVA Uplift per annum
Trent Valley Improvements <ul style="list-style-type: none"> Improved connectivity from Rugby and Nuneaton to Northern cities (£9.3m GVA uplift) and more frequent fast services to London (£6.3m uplift) utilising released capacity on the WCML in connection with the opening of HS2 	£15.6m
North-south corridor improvements <ul style="list-style-type: none"> Coventry – Leicester Direct Service; Expanding the existing North –South corridor to provide enhanced connectivity via the introduction of a direct service between Coventry and Leicester. Introduction of a new Nottingham-Reading hourly service 	£5.0m £31.2M (£16M to Warwickshire)
Cross Country diversion <ul style="list-style-type: none"> Diversion of the 2nd Cross Country service via Coventry. This has the added benefit of releasing capacity on the Snow Hill Lines, allowing more frequent stopping patterns at Warwick, Hatton and Lapworth 	£5.5m + £0.5M* * due to improved Snow Hill services
Improved Connectivity to London	£16 - £18 M*

- | | |
|--|----------------------------|
| <ul style="list-style-type: none"> • Introduction of a direct hourly service between Stratford-Upon Avon and London | * Depending on route taken |
|--|----------------------------|

The scenarios assume the following outputs being realised by 2032

- Delivery of the West Midlands franchise commitments and aspirations e.g. improved services on a Sunday across the franchise area, improved rolling stock and specific service upgrades.
- Additional pathways realised through delivery of the Midlands Rail Hub.
- Local network capacity released through a transfer of some fast services from the classic network to HS2.

Wider social and environmental benefits

As well as the economic benefits of rail service enhancements, the strategy will also seek to maximise social and environmental benefits of rail use. Planned housing and employment growth across the County and wider sub-region will place an even greater strain on the road network. There is the opportunity to transfer some of these trips to rail by

improving access to the rail network and providing new services to enhance connectivity for people and businesses. Connectivity enhancements will also deliver social benefits by providing opportunities for people to access work, education and leisure facilities.

Key Objectives

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.

Policies

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.

Policy WRS2: Existing levels of services and stations.

The County Council will seek, to retain the existing levels of passenger services and stations.

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.

The County Council will work in partnership with other organisations, including, DfT, Network Rail, TOCs, Midlands Connect, Transport for the West Midlands and West Midlands Rail Executive (including the West Midlands Station Alliance), to develop proposals for new stations and services in Warwickshire. 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.

Policy WRS4: New Developments & 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 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.

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 aspirations 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.

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.

Policy WRS7: Sustainable Station Access & 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.

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.

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.

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.

Policy WRS11: Rail Fares & 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.

Table 4; Objectives and Policies

Policy	Objective 1*	Objective 2*	Objective 3*	Objective 4*
WRS 1: Partnership	X	X	X	X
WRS 2: Existing levels of service & stations	X	X	X	
WRS 3: New rail services & stations	X	X	X	
WRS 4: New Developments & Connectivity to Rail Services	X	X	X	
WRS 5: Transformational Change	X	X	X	
WRS 6: Station Facilities	X	X		
WRS 7: Station Access & Car Park Capacity	X	X	X	
WRS 8: Community Rail Partnership	X	X		
WRS 9: High Speed 2 (HS2)		X	X	X
WRS10: Freight				X
WRS11: Rail Fares & Ticketing	X	X		

***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

4. Identified Improvements

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:

- a) Trent Valley and Wolverhampton-Coventry Corridors
- b) North-South Rail Services (Nuneaton – Coventry – Leamington Spa (NUCKLE) and Coventry – Leicester/Nottingham Corridors)
- c) Leicester - Birmingham and Birmingham - Tamworth/Derby Corridors

- d) Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa)

Anticipated delivery timescales are indicated 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.

A: 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.

Figure 5 Map of Route with Proposed New Stations

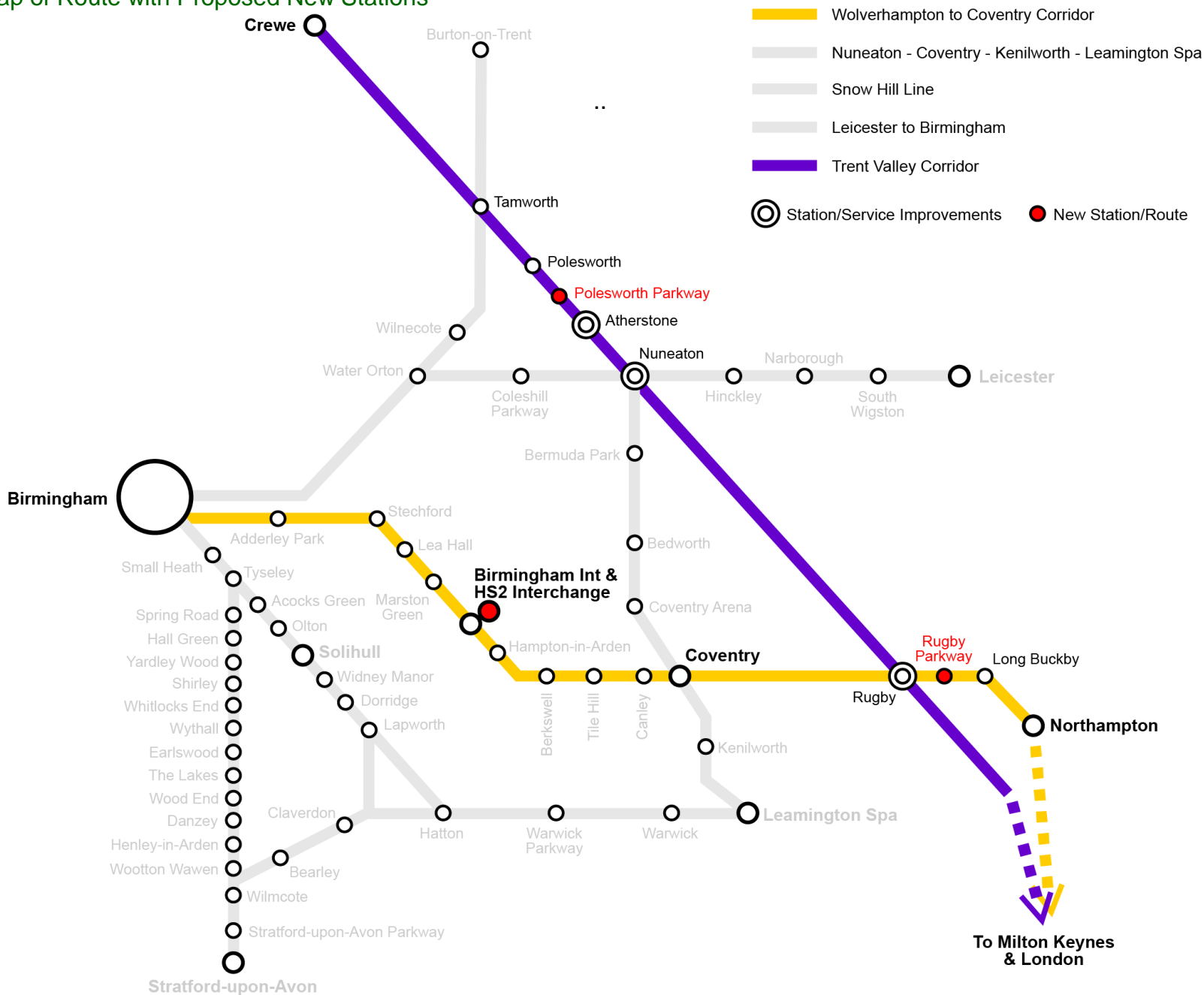


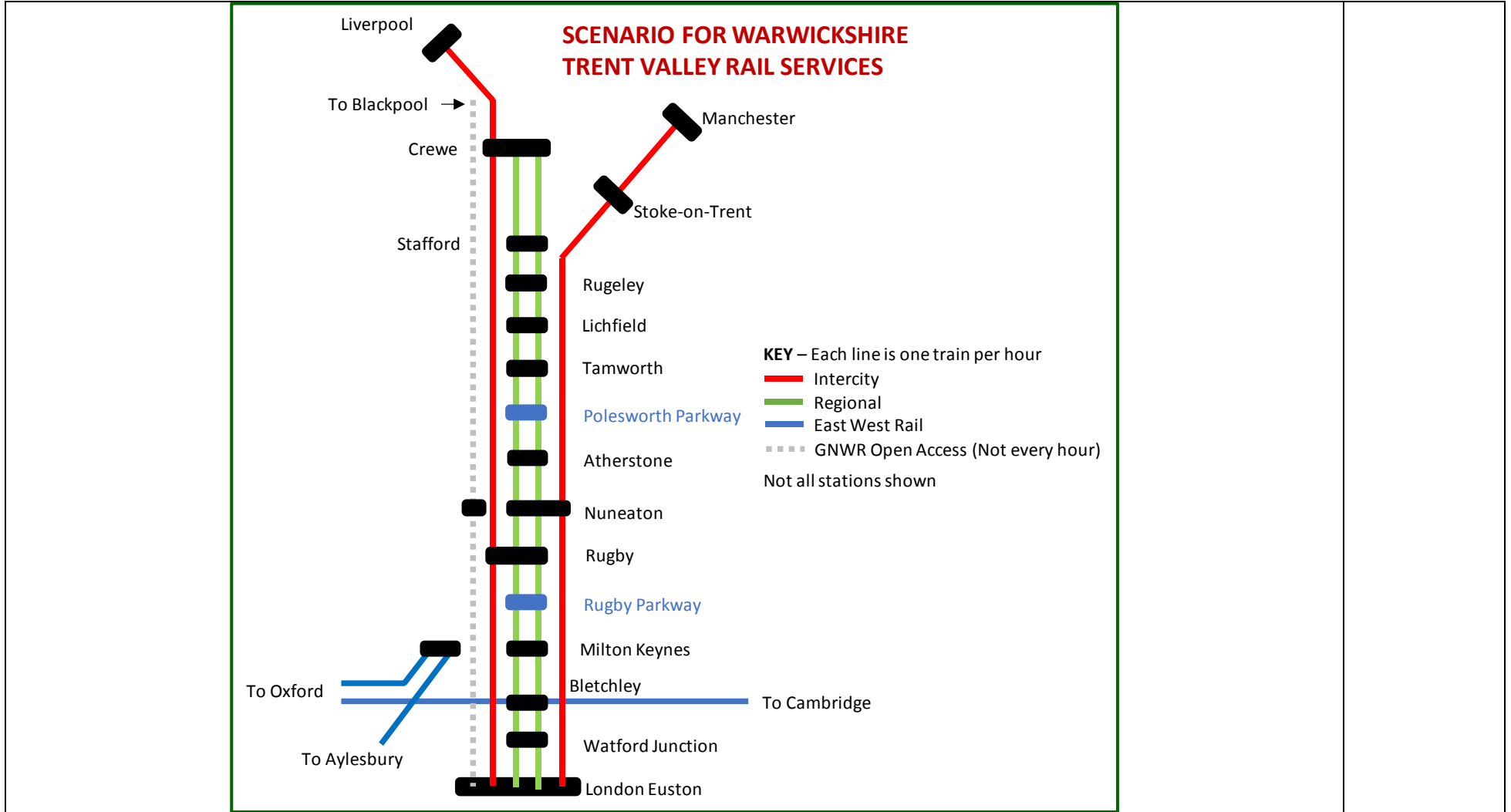
Table 5: Proposed Station and Service Enhancements

	Proposal	Key Delivery Partners	Supporting Information & Infrastructure Required for Delivery	Delivery Timescale
New Station Proposals				
Rugby Parkway	A new strategic parkway station at Houlton close to M1 Junction 18, east of Rugby with 260+ car parking spaces. Anticipated service pattern 2 trans per hour to London.	DfT TOCs NR	Limited additional infrastructure required to deliver Rugby Parkway. There may be the opportunity post HS2 to provide platforms on the West Coast Mainline. Infrastructure may be required to support this second phase of delivery.	2019-2026
Polesworth Parkway	WCC will investigate the provision of a new strategic station in the North Warwickshire area. A feasibility study will be undertaken to establish whether a new strategic station could be located within proximity to the A5 and M42, accessed via a new link road which is due be constructed between the A5 and B5000 as part of significant housing development in the area. The new station would provide a strategic access point to rail, enabling passengers to easily transfer from road to rail.	DfT TOCs NR	Highway improvements to the B5000 are required in order to facilitate good access to the station.	2027-2033
Station Enhancement				
Atherstone Station	Improvement to car park capacity at the station. Seek opportunities to improve accessibility to both platforms.	TOC NWBC 3 rd parties	Atherstone station is currently operating at capacity most of the time. WCC will investigate how car parking capacity can be increased. Additional infrastructure may be required to improve accessibility to both platforms.	2019-2026
Rugby Town Station	Car parking capacity improvements and highway reconfiguration to facilitate better access to the station by all modes.	TOC RBC	Highway improvements are required in the vicinity of the station in order to deliver improved access.	2019-2026

<p>Improvements to Nuneaton Station.</p>	<p>Improvements at Nuneaton are planned are will be delivered in two phases.</p> <ol style="list-style-type: none"> 1. <i>Ticket hall upgrade</i> - LNW is planning to deliver significant improvements to the ticket hall at Nuneaton Station, gating of platforms to improve revenue protection and an increase in station car park capacity. 2. As part of the wider Transforming Nuneaton initiative, WCC seeks to significantly improve the station in terms of the passenger offer, the immediate public realm provision to the front of the station and connectivity and access improvements to the town. As part of this WCC will investigate the feasibility for the provision of a new northern access to the station, via Weddington Terrace. 	<p>TOC</p>	<p>LNW have committed in the franchise award to increase car parking capacity at Nuneaton station by approximately 70 spaces.</p> <p>Significant highway infrastructure improvements are required alongside accessibility improvements within the station footprint are required to deliver improvements for Nuneaton Station.</p>	<p>Phase 1; 2019-2026</p> <p>Phase 2: 2027-2033</p>
<p>Proposed Service Improvements</p>				
<p>In the short term, Rugby station will see an uplift in services from the delivery of London Northwestern’s franchise commitments. From 2019, West Midlands Trains is proposing that all three services from London Euston to Birmingham via Northampton (operated under their London Northwestern brand) will be speeded up and extended north of Birmingham to provide new journey opportunities to Liverpool, Walsall and Wolverhampton. Connectivity between Rugby, Crewe and Stafford will also be improved from 1 to 3 trains per hour.</p> <p>Post the opening of HS2 (2026) there is a significant opportunity to reshape and improve services on the WCML. WCC will work with the successful bidder of the West Coast Partnership to develop and design services on the WCML post-HS2. WCC wishes to secure the following improvements, these are shown on the diagram below.</p> <ol style="list-style-type: none"> 1) The “semi-fast” service (indicated in green) between London and Crewe is increased in frequency from one to two trains per hour. This is consistent with the WMRE Rail Investment Strategy, and is considered to be a likely outcome delivered by the industry. 2) Rugby Parkway will initially be served by trains on the Northampton loop, with the possibility that at some point in the future the station could benefit from platforms on the ‘fast’ lines of West Coast Mainline. This will enable faster and more frequent services to call at the station. 3) Enable connectivity opportunities between North Warwickshire and Oxford, Aylesbury, Bicester, Bedford and Cambridge via connections onto East-West Rail at Milton Keynes/Bletchley. 				<p>2019-2026</p> <p>2027-2033</p>

- 4) Deliver improved connectivity from Nuneaton and Rugby to northern cities (e.g. Manchester and Liverpool). WCC wishes to maximise the benefit of HS2 released capacity by securing additional Intercity train stops at Nuneaton and Rugby. The diagram below illustrates a Liverpool express service calling every hour at Rugby and a Manchester express service calling every hour at Nuneaton. This choice is purely illustrative and indicates the service improvement that WCC aspires to secure. This concept is also of significant benefit for Leicester, as rail connectivity from there to the northern cities is currently poor. The delivery of this aspiration would provide faster journey times via a change at Nuneaton.

Early indications suggest that the frequency of fast trains between Coventry and London Euston will reduce from 3tph to 2tph post HS2 Phase 1 opening. The WMRE Rail Investment Strategy has proposed a potential solution to re-instate the 3rd fast train by diverting a Trent Valley service via Coventry. WCC is broadly supportive of this proposal, however it would welcome a stopping pattern at Warwickshire stations (Nuneaton and Rugby as a minimum) in order to maximise the benefit of this service to the County. Further work will also need to be carried out to understand the potential implications on the North-South corridor work (Coventry – Leicester/Nottingham) being undertaken by Midlands Connect and on WCC's longer term aspirations to extend the North-South corridor to the Thames Valley.



B. North-South Rail Services; Nuneaton – Coventry – Kenilworth - Leamington (NUCKLE) and Coventry – Leicester/Nottingham Corridors

Key Objectives

- To introduce cross Coventry services on the NUCKLE Corridor to cater for the high demand of trips between Leamington and Nuneaton.
- To explore the opportunities to expand services on the NUCKLE corridor to the East Midlands and the Thames Valley.
- To deliver new access points to the rail network to support growth and encourage modal shift from road to rail.

Figure 6 Map of Route with Proposed New Stations

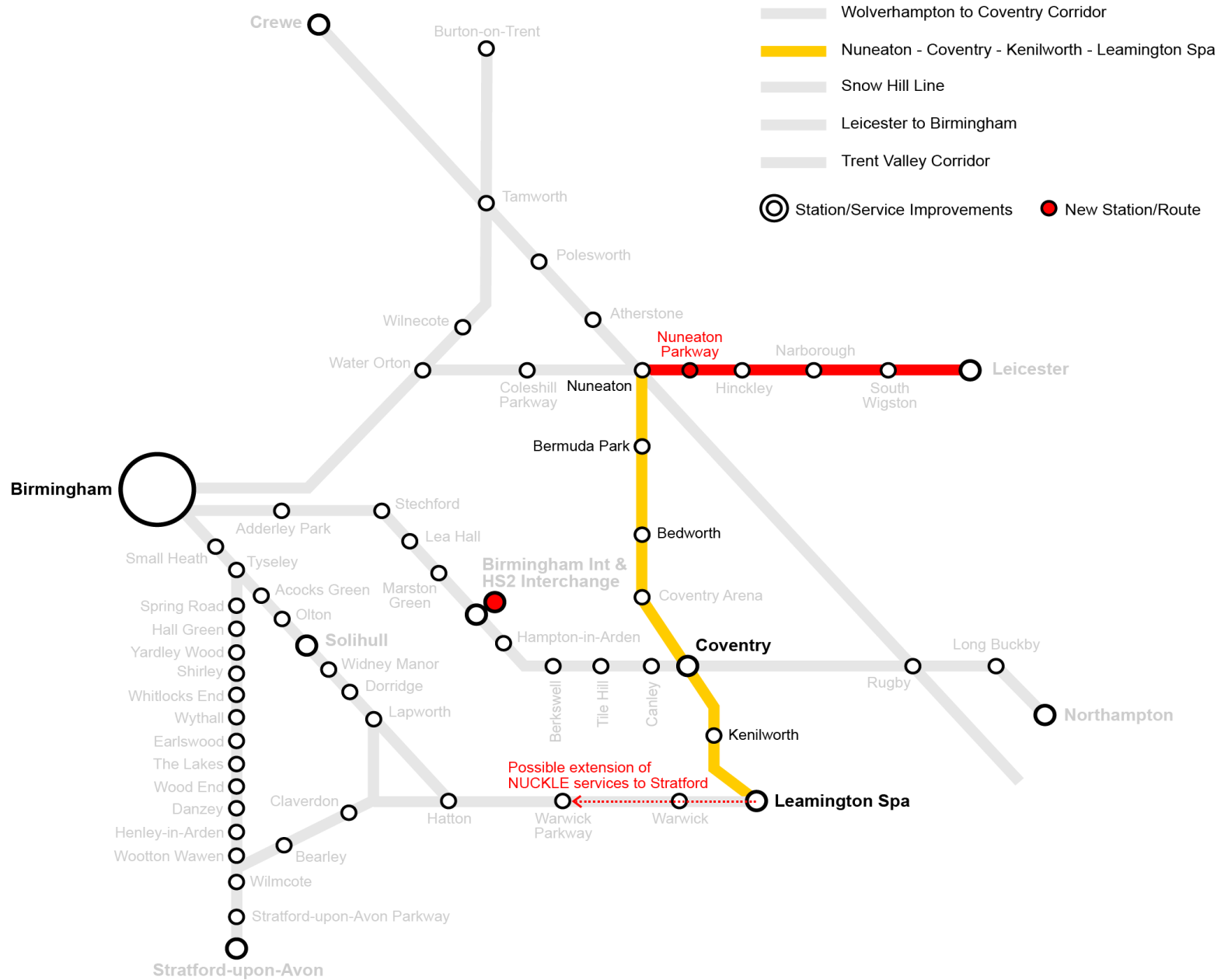


Table 6; Proposed Station and Service Enhancements

	Proposal Description	Key Delivery Partners	Supporting Information	Delivery Timescale
New Station Proposals				
Warwick University	WCC will investigate the provision of a new strategic multi modal station, located between Kenilworth and Coventry stations. The provision of such a facility will provide strategic and local connectivity to the University of Warwick and planned development in the surrounding area (e.g. King's Hill).	Midlands Connect TOCs Coventry City Council University of Warwick Network Rail	WCC aspires for the new Warwick University station to offer a strategic rail service, providing direct rail connectivity to key destinations. The delivery of this station may require the provision of additional rail capacity between Coventry and Leamington. In addition it is anticipated that new highway infrastructure will be required to facilitate strategic access to the site.	2026-2033
Nuneaton Parkway	WCC will investigate the provision of a new strategic multi modal station located between Nuneaton and Hinckley. The provision of this station will provide local and strategic improved connectivity to Coventry, Leicester and Nottingham	Midlands Connect TOCs WMRE	The aspiration for an new station in this location aligns with wider regional priorities to improve services between Birmingham - Leicester and Coventry - Leicester/Nottingham.	2026-2033
Station Enhancement				
Bermuda Park	Car parking capacity improvements to help intercept car trips on the Nuneaton – Coventry corridor. The Bermuda Connectivity project will provide convenient access from the west of Nuneaton.	TOC 3 rd Parties	Some highway infrastructure improvements are required.	2019-2026
Service Improvements				
Through service between Leamington and Nuneaton, 1 train per hour. Rolling stock upgrade along the route.	This through service will replace the Kenilworth shuttle and provide an hourly through service between Leamington and Nuneaton via Kenilworth and Coventry.	West Midlands Trains	This service improvement will be delivered by WMT in May 2019 along with new improved rolling stock. It is anticipated that the rolling stock will be upgraded at the same time.	2019-2026

Additional services for Kenilworth station.	The County Council will continue to work to try and secure improvements in services for Kenilworth station, increasing frequency from 1 to 2 trains per hour.	West Midlands Trains Midlands Connect WMRE Network Rail	It is anticipated that significant rail infrastructure works will be required to increase the service frequency at Kenilworth Station.	2026 - 2034
Increase service frequency from 1 to 2 trains per hour between Coventry and Nuneaton.	The frequency of rail services operating between Coventry and Nuneaton will be doubled. .	West Midlands Trains	This service enhancement can only be realised when NUCKLE 1.2 (Coventry Bay Platform) is completed. WMT have committed that they will provide the additional service as soon as practicable post NUCKLE 1.2 completion. Anticipated to be 2019/20	2019-2026
Introduction of a Sunday Service for Kenilworth	WCC are working closely with WMT to secure the delivery of a service that can call at Kenilworth Station on a Sunday.	WMT/Other TOCs	WCC is working to secure the delivery of a Sunday service for Kenilworth station. The timetable change in May should deliver a Sunday service for Kenilworth.	2019-2026

There is an aspiration by the wider region (through the Midlands Connect programme of work) to deliver improved access to Birmingham Airport and the HS2 interchange and a new direct service between Coventry and Leicester/Nottingham. It is likely that this will be delivered by:

- The diversion of the second Cross Country Service via Leamington, and Coventry to Birmingham International providing two trains per hour post 2026;
- The delivery of a new direct service between Coventry and Leicester/Nottingham. The County Council is supportive of a calling point in Warwickshire on this service. It is anticipated that that this service could be delivered in the medium term (2027 -2033).

WCC is supportive of the wider Midlands Connect service improvement aspirations; in addition it is a long held aspiration of the Authority 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 could facilitate an extension of services on the NUCKLE corridor

C 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.

Figure 7 Map of Route with Proposed New Stations

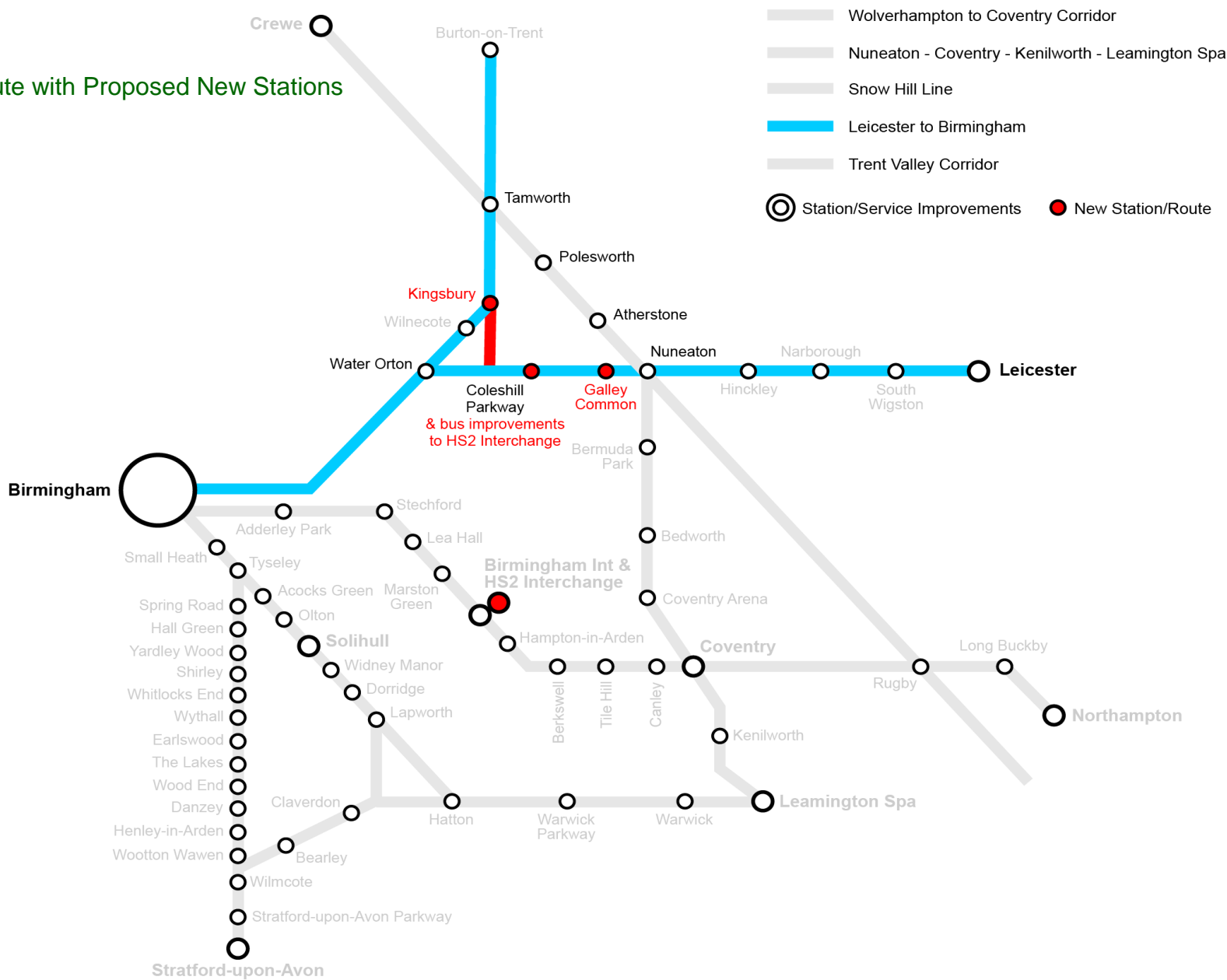


Table 7; Proposed Station and Service Enhancements

	Proposal Description	Key Delivery Partners	Supporting Information	Delivery Timescale
New Station Proposals				
Galley Common /Stockingford	The County Council will continue to work to deliver a new station west of Nuneaton, providing a local service for the communities of Galley Common/Stockingford.		The West Midlands Combined Authority aspire to deliver two additional stations between Nuneaton and Birmingham (Fort Parkway and Castle Bromwich), WCC will work with the WMCA to resolve any competing demands that may arise as a result of these collective proposals. Some works associated with the Midlands Rail Hub programme are required to deliver this scheme (i.e. Water Orton re configuration and re signalling).	2027-2033
Kingsbury Station	The County Council will continue to carry out work as appropriate to secure a new station at Kingsbury.		Limited infrastructure work required.	2034+
Nuneaton Parkway	See table 6 for detail			
Station Enhancement				
Development of Coleshill Parkway as a strategic interchange hub	WCC will seek to develop Coleshill Parkway to fully realise its potential become a strategic hub for accessing key economic centres, the HS2 Interchange and wider UK Central area. Additional parking and supporting sustainable connectivity is required to fully maximise the role of Coleshill Parkway.		There is potential for Coleshill Parkway to have a greater role in the local and strategic transport network. Both Transport for the West Midlands and Midlands Connect are interested in working with the County Council to explore opportunities to increase the role of Coleshill Parkway as a strategic interchange.	2019-2026
Service Improvements				

Overcrowding on this corridor is a key concern especially where Cross Country services provide the only service for passengers making local journeys for commuting purposes. This is especially relevant for passengers travelling on the Tamworth and Nuneaton corridors. The County Council is supportive of the wider WMRE aspiration to remap some services from the Cross Country franchise into the West Midlands Trains Franchise to help facilitate improved local journey provision. However it is imperative that the Cross Country services calling at key stations - Coleshill Parkway, Nuneaton and Water Orton are maintained and improved, in addition to local services where possible, to ensure that longer distance connectivity to Leicester, Cambridge and Stansted Airport is sustained.

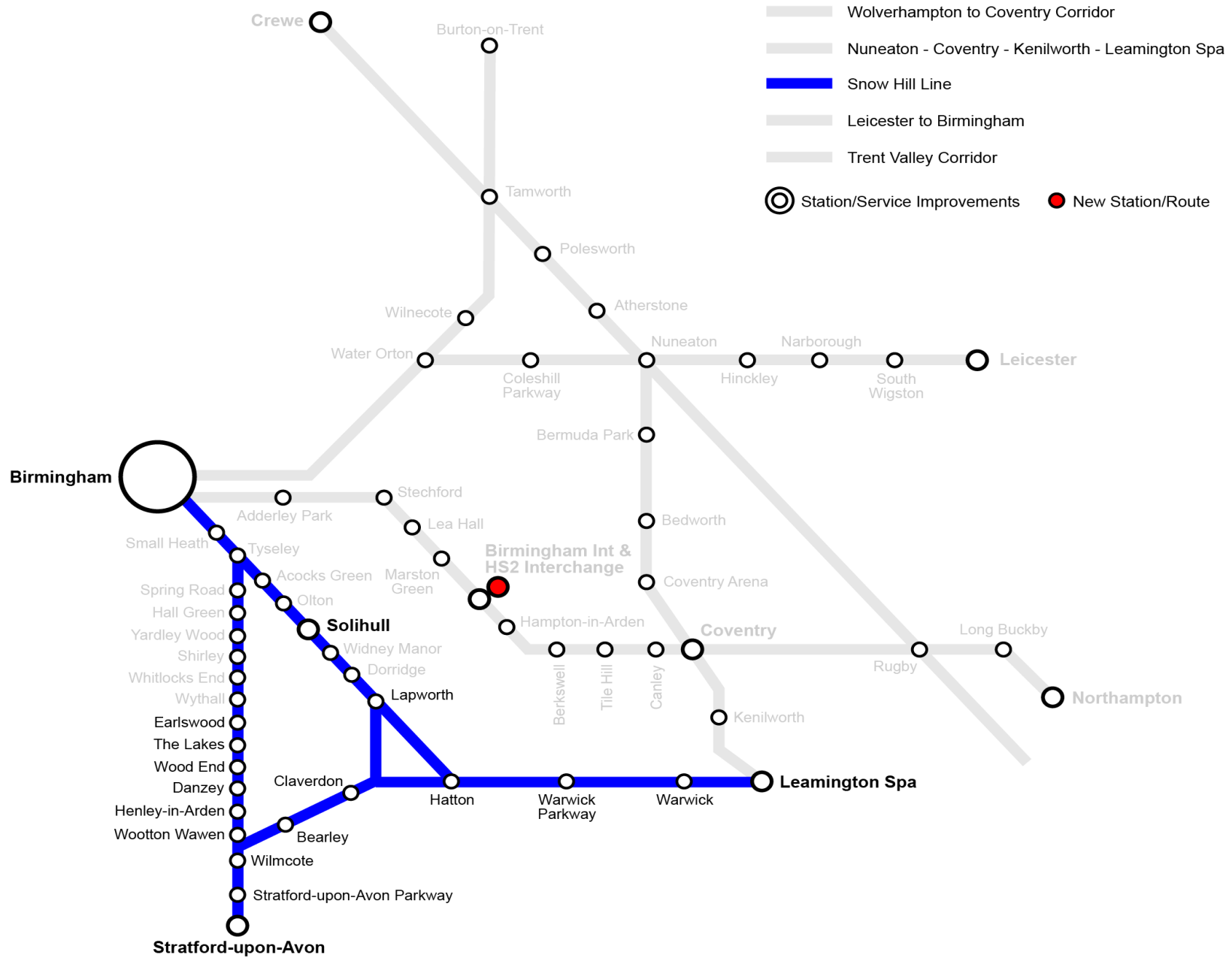
Improved service frequencies are likely to be delivered as part of the wider Midlands Rail Hub initiative (a Midlands Connect led programme of works), it is anticipated that improvements will include improved services between Birmingham, Derby and Nottingham and between Birmingham and Leicester, via Coleshill Parkway and Water Orton, helping to facilitate a station at Galley Common.

D 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.

Figure 8 Map of Route with Proposed New Stations



Proposed Station and Service Enhancements

Table 7; Proposed Service and Station Enhancements

	Proposal Description	Key Delivery Partners	Supporting Information	Delivery Timescale
New Station Proposals				
Station Enhancement				
Stratford Town Station Gateway	Significant station building enhancements to increase footfall and improve the station user and passenger experience.		This scheme was originally due to be delivered by London Midland in the previous franchise period. At the end of the franchise London Midland passed the responsibility for delivery to NR. This scheme will now be delivered by NR, with a financial contribution from WCC.	2019-2026
Access for All – Warwick Town Station	Installation of lifts to provide access to both platforms for the mobility impaired.		This scheme is being progressed and delivered by NR. It is anticipated delivery will occur in Network Rail's Control Period 6.	2019-2026
Leamington Spa ticket hall improvements	Chiltern railways are planning investment at both Leamington Spa and Warwick Parkway stations to improve facilities and passenger experience. The scheme at Leamington Spa will consist of an upgraded and modernised ticket hall whilst at Warwick Parkway, improvements will result in an enlarged passenger concourse area with an improved café offer.	Chiltern Railways	Chiltern Railways has secured funding for the delivery of both schemes and they will be delivered during 2019.	2019 - 2026
Warwick Parkway concourse improvements				
Leamington Station forecourt and underpass improvements	<p>WCC, in partnership with the Station Facility Operator (currently Chiltern Railways) wishes to develop the station forecourt to deliver an improved passenger entrance to the station, enabling easier access on foot and by bike and better cycle parking facilities.</p> <p>A complementary scheme to upgrade to the existing pedestrian underpass is also proposed by third parties to improve access between the town centre and the railway station. WCC is supportive of this scheme and will help facilitate delivery as appropriate.</p>	Chiltern Railways NR		2019-2026
Henley- in- Arden station development	WCC will investigate and undertake appropriate feasibility work to ascertain how Henley-in - Arden station can be developed to act as a 'rail hub' for the local rural area. Improvements could include expansion of car parking facilities and the development of the currently derelict station	TOCs NR		2027-2033

	building. In addition to these station facility improvements WCC will work to deliver service improvements for Henley Station.			
Honeybourne station (out of County)	WCC will work with the Train Operator and Worcestershire County Council in support of increased car parking capacity at Honeybourne station.	TOC Worcestershire County Council	Honeybourne station is located in Worcestershire and served by Great Western Rail. The station acts as a key rail head for many residents of South Warwickshire and increased parking capacity will facilitate its use, particularly given the proposals nearby for major development at Meon Vale and Long Marston.	
Service Improvements				
Improvements to direct services operating between Stratford –Upon – Avon and London.	WCC will seek to secure improvements to direct services operating between Stratford –Upon – Avon and London.	TOCs WMRE DfT	The existing direct service provision between Stratford – London is poor. WCC is working with Train Operators to explore a number of options by which direct service frequencies can be improved. The delivery of increased service frequency beyond a certain level may require additional rail capacity to be provided.	2019-2026
Improved rail service frequency for Warwick Hatton and Lapworth to Birmingham services	WCC will seek to secure improved service frequencies between Warwick, Hatton and Lapworth and Birmingham .	Midlands Connect DfT WMRE TOCs	The proposed diversion of the second Cross Country Service via Coventry will release capacity along this corridor. There is an aspiration to use this released capacity to resolve the current irregular timetable between Dorridge (from Birmingham) and Leamington Spa, with Hatton and Lapworth served every two hours only. The move to an hourly service for these stations would require agreement by the relevant TOCs to extend one of the three Dorridge local services each hour to Leamington Spa, in place of the current two-hourly Birmingham to Leamington Spa service currently operated by Chiltern Railways. Efforts will be made to secure improvements as soon as possible.	2026- 2033
Service frequency increase for Stratford-upon Avon, Stratford Parkway and Henley Station	WCC will seek to secure improvements in the service frequency between Stratford-upon Avon and Birmingham via Henley in Arden, from one to two trains per hour.			

to Birmingham.				
Additional capacity and service frequency increase on the North Cotswold Line	WCC is a member of the North Cotswold Line Taskforce and supports the work to upgrade the line between Oxford and Worcester. These improvements will deliver an increase in train frequency at stations such as Evesham and Moreton-in-Marsh from one to two trains per hour.	DfT TOCs	<p>Work to upgrade the North Cotswold Line will be of benefit to communities in South Warwickshire who access rail services at stations such as Evesham, Honeybourne and Moreton-in-Marsh.</p> <p>In the longer term, the upgrade on the North Cotswold Line could 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.</p> <p>Warwickshire is engaged with the work to upgrade the North Cotswold Line and is a member of the North Cotswold Line Task Force. When there is certainty over the North Cotswold Line upgrade, we will work with partners to review the economic case for reinstating the Stratford to Honeybourne railway line.</p>	2026-2034

The Transformational Impact of Change

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.

Rugby Station is one of Warwickshire's busiest stations with over 2 million passenger journeys per annum with this figure forecast to double by 2040. It is vital that Rugby Station can cater for this growth and to better integrate the station into the town.

The County Council is seeking to make Rugby Station a 'destination' for the local community and making it Rugby's "transport hub", by fully integrating bus routes, taxis, cycle and pedestrian routes with the Station, The station building will be better utilised with vacant space offered to potential users for rent to provide a café or offices. There is also the potential to provide a better balance to the current car parking by expanding parking to the south of the station

Post HS2 Phase 1 delivery, the County Council will seek to maximise the benefits from released capacity on the West Coast Mainline to secure a combination of enhanced frequency, faster services with a greater range of connectivity opportunities for

Rugby Parkway will provide a new strategic parkway station at Houlton, eastern Rugby with a minimum of 350 car parking spaces. The station will serve both the local community, including the new housing development of approximately 6200 new homes and the wider area (including the significant employment opportunities at DIRFT), intercepting car trips and enabling people to easily transfer from road to rail. The initial anticipated service pattern to London will be two trains per hour. **Post HS2 Phase 1** delivery the County Council will work with the West Coast Partnership to secure faster services to London, and if appropriate deliver additional car parking to help facilitate more people switching from road to rail.



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 the 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.

A Better Connected Nuneaton

The Nuneaton area will benefit from a step change in connectivity and services, these include:

- 1) Faster and more frequent services between Birmingham and Leicester, via Nuneaton, delivered via the Midlands Rail Hub;
- 2) Better connectivity to the north of England, via faster intercity services post HS2.
- 3) Nuneaton Parkway - Delivery of a new strategic station in the vicinity of the A5, enabling local residents to access direct, more frequent services between Coventry and Leicester/Nottingham, Birmingham and Leicester and the east of England.
- 4) A new station at Galley Common will provide improved access from the west of Nuneaton to Birmingham and key employment destinations.

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.

5. Making it Happen

Warwickshire County Council 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 WCC 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.
- 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.

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Communities Overview and Scrutiny Committee

27 November 2019

Draft Report and Recommendations of the Climate Change Adaptation Task and Finish Group

Recommendation

That the Communities Overview and Scrutiny Committee consider the report of the Climate Change Adaptation Task and Finish Group and approves the following recommendations to be forwarded to Cabinet for endorsement:

1. Adopts the Met Office's UK Climate Projections as the basis of Warwickshire County Council's expectation of the climate in 2050 and plans to this effect.
2. Provide clear direction through the Council Plan 2020-2025 detailing actions that will be taken to prepare Warwickshire for the change in climate to come.
3. Considers how projected climate change could be taken into account when considering the programme of capital investments.
4. Produces an updated Climate Impact Assessment for Warwickshire assessing the economic and social impact of the expected changes in climate on key areas of the Council's responsibility and use this to identify priorities.
5. Establishes a standing group comprised of members from all political groups and officers, chaired by the Portfolio Holder for Environment and Heritage & Culture to advance work on climate change adaptation.
 - i) That the standing group uses the themes identified in this report to develop an action plan within six months setting out the activity to be undertaken by the County Council in the short, medium and long term.
 - ii) That consideration be given to the establishment of a dedicated resource to coordinate climate change adaptation and mitigation efforts.

1. Report of the Task and Finish Group

- 1.1 In a motion passed at Full Council in October 2018, Members recognised the importance of the Council considering how it can work to adapt to changes in the climate. It was determined that a Task and Finish Group be convened to review the impacts of climate change on the County and its effect on Council services.

- 1.2 The Task and Finish Group (the Group) was established in July 2019. The members of the Group were Councillors Jonathan Chilvers, Jenny Fradgley and Seb Gran.
- 1.3 The Group reviewed the Met Office's UK Climate Projections (UKCP) (2018) as well as other research to assess the likely implications of climate change.
- 1.4 Officers within Warwickshire County Council were contacted, and a workshop was held in September 2019 to identify areas of vulnerability, work already being undertaken and opportunities for improved resilience across the County.
- 1.5 The evidence from the workshop was analysed and structured into key themes. The findings were presented in the report 'Making Warwickshire Sustainable for Future Generations'.

2.0 Financial Implications

- 2.1 The Group has concluded that adapting to climate change and ensuring continued provision of effective services will require long-term planning and investment. The effect of inertia in the climate system means that weather conditions in Warwickshire will change irrespective of future global emission levels. It was recommended that the financial implications of investment be weighed against the likely cost of inaction.
- 2.2 As part of a proposed Climate Impact Assessment, it was recommended that the economic impact of expected changes in the climate be assessed and that priority areas for investment be identified and quantified. It is likely that individual schemes for improved resilience will be costed as part of a programme of adaptation initiatives. The production of a Climate Impact Assessment would require the short-term commitment of some officer resource.
- 2.3 If Recommendation 5(ii) were to be taken forward, it would have ongoing financial implications for the life of project.

3.0 Environmental Implications

- 3.1 Consideration of the environment was a core element of the Group's process. It is likely that many of the initiatives resulting from the recommendations of this report will have a positive effect on the environment as well as a benefit to improved adaptability to extreme weather. For example, tree planting results in greater resilience to flooding and improved shade during extreme heat, but also carbon sequestration.

4.0 Action Planning

- 4.1 The Group has recommended a series of measures designed to stimulate action and investment in initiatives to improve Warwickshire's resilience to extreme weather events. It was recommended that a standing group comprised of members and officers be established to advance work on climate change adaptation and develop an action plan within six months, setting out the activity to be undertaken by the County Council in the short, medium and long term.

Background Papers

None

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The report was circulated to the following members prior to publication:

Task and Finish Group members: Councillors Chilvers, Fradgley and Gran.

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Report of the Climate Change Adaptation
Task and Finish Group

Making Warwickshire Sustainable for Future Generations

DRAFT

Recommendations

That Cabinet:

- 1 Adopts the Met Office's UK Climate Projections as the basis of Warwickshire County Council's expectation of the climate in 2050 and plans to this effect.
- 2 Provides clear direction through the Council Plan 2020-2025 detailing actions that will be taken to prepare Warwickshire for the change in climate to come.
- 3 Includes the impact of projected climate change in the assessment criteria for prioritising options and schemes that come forward for capital investment, which will prepare Warwickshire for the 2050 projected climate.
- 4 Produces an updated Climate Impact Assessment for Warwickshire assessing the economic and social impact of the expected changes in climate on key areas of the Council's responsibility and quantifying the costs of investment against the costs of inaction.
- 5 Establishes a standing group comprised of members from all political groups and officers, chaired by the Portfolio Holder for Environment and Heritage & Culture to advance work on climate change adaptation.
 - i) That the standing group uses the themes identified in this report to develop an action plan within six months setting out the activity to be undertaken by the County Council in the short, medium and long term.
 - ii) That consideration be given to the establishment of a dedicated resource to coordinate climate change adaptation and mitigation efforts.

Executive Summary

The Climate Change Adaptation Task and Finish Group (The Group) began its work in July 2019 and was tasked with investigating how a changing climate in Warwickshire will impact on Warwickshire County Council's (WCC) ability to deliver services, and to identify steps to make services more robust.

The Group first carried out a desktop study to gain a picture of how the climate in Warwickshire is likely to change over the next 30-80 years. **Evidence showed that, on average, by 2050 summers would be warmer and drier with a 50% chance of a summer being as hot as 2018.** While summers may be drier, when it does rain this rainfall will be more intense. The average winter temperature is also likely to increase along with increased rainfall.

The level of change in the climate over the next 100 years will depend upon global emission levels, but due to inertia in the climate system conditions will change over the next 30 years regardless of any carbon reduction work. This means that **WCC will need to implement adaptation policies alongside its carbon reduction work** and the two must be seen as equally important.

The Group gathered evidence from 14 officers from across the Council at a workshop held in September 2019. Attendees were asked to identify risks and possible ways to overcome them as well as highlight adaptation work already being done.

Officers were given two weather scenarios; hotter, drier summers (with summer storms) and warmer, wetter winters. Across two group discussions 150 post-it notes were filled with risks and opportunities. Tree planting, water management and infrastructure investment were identified as key strands for effective adaptation to predicted summer and winter climates.

The Group has produced five recommendations that ask Cabinet to take a strategic approach to adaptation, drawing together the risks and opportunities identified across the organisation and to set adaptation at the centre of WCC's planning to help make Warwickshire sustainable for future generations.



Climate Adaptation and the Warwickshire Climate

The Met Office's UK Climate Projections (UKCP) (2018) give an indication of how we can expect Warwickshire's climate to change over the next 30 - 80 years. The Met Office uses different emission levels to predict the changes in climate but even with drastically reduced emissions the climate will still change. This means that regardless of actions taken to reduce carbon emissions, Warwickshire will need to adapt to climate change.

Adaptation, Mitigation and Climate Inertia

There are two main policy responses to climate change: **mitigation** and **adaptation**. Mitigation addresses the root causes, for example by reducing greenhouse gas emission while adaptation seeks to lower the risks posed by the consequences of climate change.

Climate Inertia refers to the latent effect of greenhouse gases already released into the atmosphere. This means that mitigation strategies may not show an immediate impact due to the complex nature of interrelated climate systems.

CO₂ has a lifecycle of around 100 years, which means that even if we entirely cut global carbon emissions tomorrow, there would still be a century-long legacy of climate change.

Guidance from the Town and Country Planning Association and Royal Town Planning Institute recommends that "climate adaptation must be understood as the main priority for long-term planning to secure climate resilience, and must be accepted as equally as important as meeting housing need."¹

The Climate Change Adaptation Task and Finish Group has based its work on the Met Office's projections for the Midlands, particularly focusing on the low emissions or best case scenarios.

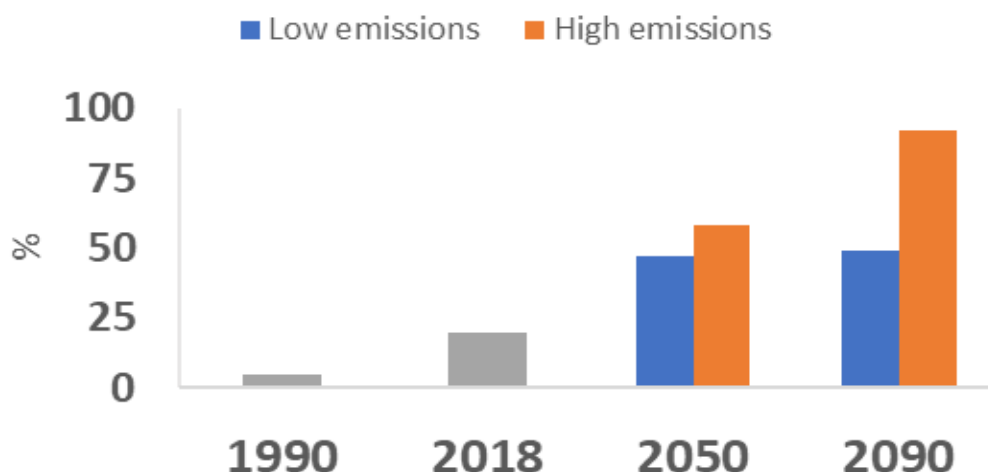
All areas of the UK are expected to experience warming according to the UKCP. Warming is anticipated to be greater in the summer than the winter. It is anticipated that the UK will see an increase in the average annual temperature of up to 2.3°C by 2100².

¹ Planning for Climate Change: A Guide for Local Authorities – TCPA/RTPI, May 2018

² BBC News Article, 26 November 2018 <https://www.bbc.co.uk/news/science-environment-46343103> and UK Climate Projections: Headline Findings, 9 September 2019 <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf>

Hot summers are expected to become more common; in the recent past (1981-2000) the chance of seeing a summer as hot as 2018 was lower than 10%. The likelihood has already increased due to climate change and is now between 10-25%. With future warming, hot summers by mid-century could become even more common, near to 50% (UKCP 2018).

Diagram 1: Chance of exceeding summer 2018 temperature

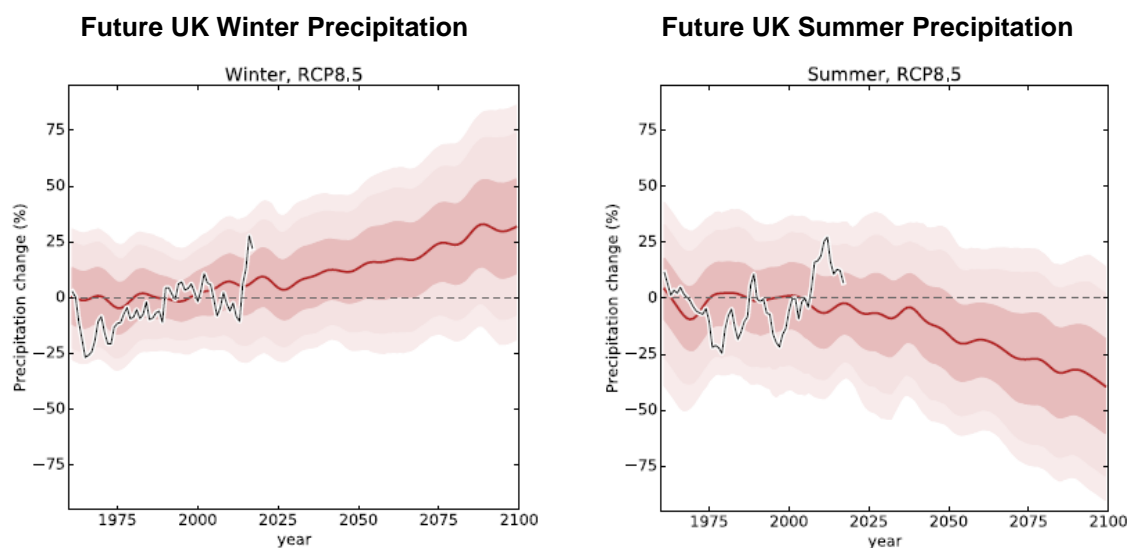


These projected warmer summers are likely to be much drier, with average summer rainfall anticipated to drop by 47% by 2070. Climate change is projected to reduce the amount of water in the environment that can be sustainably withdrawn whilst increasing the demand for irrigation during the driest months.

While average precipitation in the summers is expected to reduce, at the same time rainfall during the winter is predicted to rise (UKCP 2018). Global warming is expected to lead to more extreme rainfall, with the UK anticipated to receive around 10% more rainfall on average per year by 2100 compared to the levels recorded between 1986 – 2005, according to the Intergovernmental Panel on Climate Change (IPCC). Significant areas of Warwickshire are subject to flood risk, with around one in seven commercial properties and one in ten residential properties being at risk of flooding from rivers or surface water.³

³ WCC Local Flood Risk Management Strategy: <https://www.warwickshire.gov.uk/swmp>

Diagram 2:



An increase in the frequency of heavy rain, flash flooding and unseasonably strong winds is also anticipated during the summer months. Summer storms have the potential to cause more serious impacts as a greater number of people are likely to be outdoors, especially by the coast.⁴

Summary of the workshop findings

The Group held a workshop with officers in September 2019 to consider the impact of climate change on Warwickshire; focusing on the risks posed to Warwickshire County Council's ability to deliver services. The attendees were drawn from across the council, representing; Highways Engineering, Transport Planning, Tree Inspections, Planning, Public Health, CSW Resilience, Ecology, Infrastructure and Regeneration, Flood Risk Management, Fire and Rescue, Construction Services, and Energy.

Officers were given two scenarios (appendix B) to consider, drawn from the Met Office's predictions for the 2050 climate. The first scenario covered warmer, drier summers with periods of intense rainfall and the second looked at milder winters with significantly increased precipitation. Over two hours attendees identified risks, highlighted the good work already being undertaken across the Council and considered how WCC could build resilience. The ideas put forward are summarised in figures 1 and 2.

It was clear from feedback that teams across the Council are already working to adapt to climate change and that in its officers, WCC has the expertise, inventiveness and enthusiasm necessary to successfully build a sustainable county. In order to make best use of these assets the County will need to take a more strategic approach to adaptation as severe weather events will have cross cutting

⁴ BBC News Article, 9 August 2019: <https://www.bbc.co.uk/news/uk-wales-49265965>

impacts that need to be addressed through a whole system approach. It was felt that increased resources would be necessary to adopt a more proactive approach and it was suggested that WCC should try to bring in more outside funding and that appointment of a Grants Officer may be the best way to facilitate this.

A recurring theme of the workshop was **water management**; Warwickshire will need to have the capacity to both deal with increased rainfall in the winter and intense storms in the summer while also capturing more water to manage demand with water shortages during hotter drier summers. These competing demands mean that the Council will have to be more ambitious when looking at drainage solutions and SuDS will play a key role in this.

SuDS – Sustainable (Urban) Drainage Systems

SuDS seek to align with the natural water cycle to re-use and store surface water, control the flow of water downstream and remove pollutants by using a series of drainage features working in conjunction for example; green roofs reduce the volume of rainwater, then a bioswale (ditch) helps to remove pollutants before water is captured in a retention pond or soaks into the ground through soakaways.

The use of SuDS to capture and re-use rainwater will help to maintain plant life through the drier summers without increasing water usage. Increased rainfall in the winter will overwhelm our traditional drainage infrastructure and controlling the rate at which water enters the drainage system using SuDS will help make Warwickshire more resilient to floods. WCC has the opportunity to be a lead the county and region in implementing SuDS when it brings forward developments. The Council can demonstrate best practice and influence development, moving thinking forward and having a real impact on developments.

SuDS will also be fundamental to successful **tree planting** in the county which was highlighted as another key adaptation policy. Urban trees can provide shade to cool buildings in the summer and insulation in the winter without the need for increased energy usage. The water captured and stored by SuDS will keep trees healthy through the summer. Urban trees carry risks such as damage to buildings caused by roots. Providing a water source close by will limit root growth and minimise the risk to surrounding buildings and the highway.

Risks (Red dotted line)

Actions WCC are already taking (Green dashed line)

Opportunities for future action (Blue solid line)

Damage to Transport Infrastructure

Road surfaces will melt in sustained high temperatures and will be harder to repair as tarmac will take longer to harden keeping roads closed for longer. Train tracks will warp in heatwaves.

Investing in Buildings and Infrastructure

WCC could take a strategic, proactive approach to upgrading heating/ cooling systems in buildings rather than replacing broken equipment on an ad hoc basis.

Proactive investment in road surface materials that will withstand higher temperatures would reduce future maintenance costs and road closures.

Building Standards

WCC is developing an improved design guide and is exceeding minimum standards in its own developments.

Transport

Infrastructure Maintenance

WCC has an existing highways and bridge maintenance budget and has invested in improved materials.

Buildings

Subsidence

As clay soil dries it contracts leading to subsidence. Tree roots will spread further looking for water in drier weather risking growth under buildings causing subsidence.

Need to keep buildings cool

Council buildings will need to be kept habitable during heatwaves.

CSW Resilience

The CSW Resilience Team produce a Heatwave Plan.

Water Use

Water reuse promoted in the planning hierarchy to encourage the use of water-cooling systems. Drainage system to water capture rather than dispersal to help combat droughts. Fire and Rescue drawing water from Kingsbury Lakes year-round.

Hotter, Drier, Summers



Pressure on Social Care System

The very young and the elderly are most vulnerable to high temperatures.

Public Health Risks

WCC can work with CCGs and local NHS trusts to ensure that new diseases can be quickly and effectively diagnosed and treated.

Planting Trees

Existing budgets do allow for some tree planting. This is supplemented by planting associated with planning applications.

Planting trees to provide shade and cool buildings.

Green Infrastructure

WCC has a green infrastructure strategy.

Infectious Diseases

An increase in biting insects could lead to the spread of diseases that are not currently seen in Warwickshire such as Malaria or Dengue Fever.

This can already be seen in the increase in cases of Lyme disease, spread by ticks.

Disease

Public Health Risks

WCC advises public to risk of ticks in country parks.

WCC provides information and warnings about expected heatwaves to health partners.

Increased Risk of Wild Fires

Dry vegetation poses a fire risk. Wild fires are likely to start in areas that are less accessible.

Working in PPE becomes more difficult in hotter weather (which will impact fire officers and highways maintenance crews).

Green Infrastructure

Loss of Native Species

- Native species (and traditional crops) will struggle to adapt at the rate at which the climate is expected to change.
- New species will be able to thrive in the warmer, drier climate providing new competition for native species.
- New diseases will also impact plant and animal life as well as posing a public health risk.
- Loss of keystone species could lead to whole ecosystem collapse.
- Reduced yield from traditional crops will impact on the food supply as well as the economic viability of local farms.

Diversifying the Species in Warwickshire

WCC can diversify the species that it plants to increase the resilience of wildlife in the County.

WCC can issue advice on planting to small holders and work with farmers and the NFU to influence the types of crops being grown. As well as securing the food supply this could also bring opportunities to expand into new markets.

- Intense rain after periods of dry weather mean that flash floods will be more likely.
- Increase in traffic accidents resulting from hazardous driving conditions.
- Trees are more vulnerable to high winds when they are in leaf.

Tree Planting and Maintenance

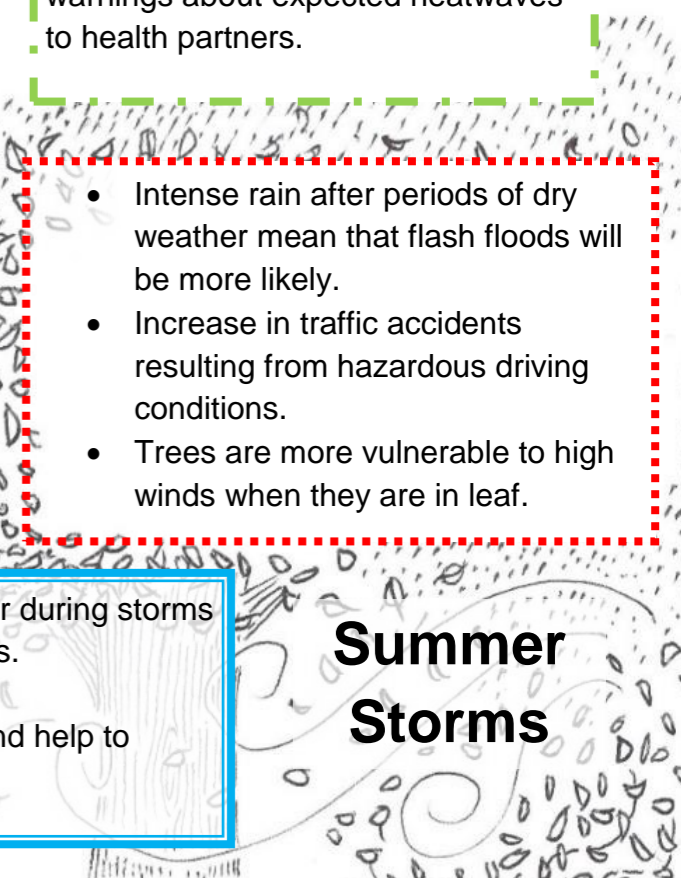
Planting trees in urban areas provides shade to keep building cool. WCC needs to take a strategic approach to ensure that this is effective and to minimise negative side effects (damage caused by roots) this could include i.e. using SuDS to capture rainfall to maintain plants through dry periods and planting species that can survive in a warmer climate.

Working with the community to maintain trees; water trees to help them establish themselves and then clearing leaves from gullies/drains if there is the threat of heavy rain.

Drainage systems can be used to capture water during storms and then keep plants healthy during heat waves.

Planting additional trees will intercept rainfall and help to prevent flooding.

Summer Storms



- Stormwater attenuation: introduction of sections of large diameter drainage pipe
- Review criteria for dropped kerb vehicle access applications
- WCC could bid for CIF funding to improve the condition of bridges.

Transport Infrastructure

Depth gauges have been installed on areas of highway prone to flooding to alert motorists

Forestry vehicles used to enable health care visits during floods and extreme weather

Flood Prevention

The Minerals and Waste Strategy includes flood alleviation works over the long-term.

Schemes already being implemented to alleviate flooding such as on Stratford Road.

Assessing the speed and different characteristics of floodwaters.

Flood Prevention

WCC is beginning to map gullies/ drains and track when they were cleared. This will create a full inventory and allow for maintenance to be better planned.

Water Management

- Repurposing of quarries to hold flood water once extraction work has been completed.
- Water Harvesting: Consideration to be given to methods to store water for use during periods of drought.
- Maintain a record of who is responsible for drainage infrastructure.



Drainage Infrastructure

- Existing infrastructure unable to cope with the increased amount of water.
- "Sewer Spills" risk of contaminated water entering ponds and watercourses

Increased Winter Rainfall



- Bridge Scour: Removal of sediment such as sand and gravel from around bridge abutments caused by swiftly moving water, compromising the integrity of a structure.
- WCC could be required to replace existing river bridges with more substantial structures through the Construction Law Court. WCC is anticipating defending a case in the court in 2019.
- Risk of motorists being stranded in flood water and disruption to rail services.
- Dropped kerb vehicle access reducing drainage capacity on the side of the highway

Asset Management

- Develop a Strategic Asset Management Policy that takes account of climate change.
- WCC to use existing land, and purchase land, for natural attenuation, sustainable crops, solar power, water storage, tree planting and carbon capture
- Tree planting to intercept rainfall and prevent erosion.

Flood Risk Team

WCC has a team that looks at flood risk and consults on planning applications.

Planning

- WCC to take a leading role when bringing forward developments, specifically in the implementation of SuDS and landscaping plans. WCC can implement best practice SuDS which it can then use to influence private developments.
- Flood Risk Team to be consulted on planning applications for developments of fewer than ten houses, as well as major developments.
- New developments to have good balancing ponds and closer liaison with Severn Trent.
- Develop a sustainable construction policy that takes future climate changes into account.

Planning

Building Standards

Legislation only allows the council to require a 'lack of detriment' to surface water drainage from developments rather than asking for an improvement. This is failing to create the necessary resilience to deal with increased rainfall.

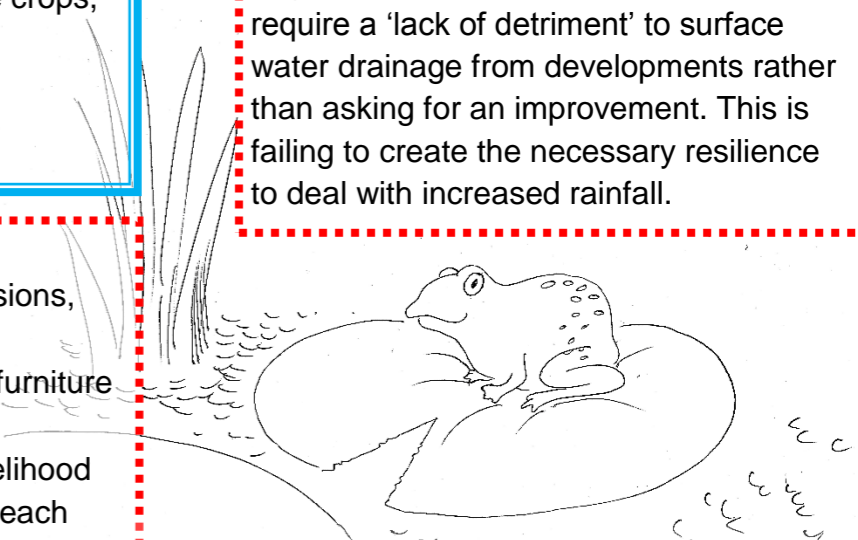
Flooding

- Psychological impact of flooding – loss of possessions, damage to property.
- Expectation that WCC will collect flood damaged furniture and carpets. Risk of fly-tipping.
- Risk to vulnerable people isolated by flooding; likelihood that carers and social workers will not be able to reach clients.
- Pressure on Emergency Services from increased demand resulting from flood rescues.
- Disruption to supply chains and damage to business will harm productivity.

Community Resilience

Community Resilience

WCC could build up community resilience maps and recruit volunteer first responders.



Conclusions and Recommendations

Recommendation 1

That Cabinet adopts the Met Office's UK Climate Projections as the basis of Warwickshire County Council's expectation of the climate in 2050 and plans to this effect.

The evidence shows that there is a need to review the ways in which the Council works and the projects it invests in to ensure that we can continue to effectively provide services into the future. Warwickshire County Council adopting a shared view of the likely climate and an agreed canon of scientific evidence means that everyone across the organisation will start from the same place when considering what measures need to be in place to ensure that a project is fit for the future.

Recommendation 2

That Cabinet sets a clear objective in the Council Plan 2020-2025 to prepare Warwickshire for the changing climate.

Given the inertia in the climate system, the temperature and weather conditions in Warwickshire will change irrespective of what happens to global emission levels. Climate adaptation must thus be considered as an equal priority to carbon reduction and the Council Plan 2020-2050 needs to reflect this.

Recommendation 3

That Cabinet Provides clear direction through the Council Plan 2020-2025 detailing actions that will be taken to prepare Warwickshire for the change in climate to come.

The task of adapting to climate change is not a short-term project and will require long-term planning and investments. The implications of the expected future climate will need to form part of a framework that, as well as highlighting future benefits, allows for investments to be weighed against the cost of inaction. For example, cheaper traditional road surfacing materials may not constitute good value for money over the longer-term when more extreme climate events are taken into account whereas a more expensive option may prove more resilient and actually reflect a saving.

Recommendation 4

That Cabinet produces an updated Climate Impact Assessment for Warwickshire assessing the economic and social impact of the expected changes in climate on key areas of the Council's responsibility and quantifying the costs of investment against the costs of inaction.

The desktop research carried out by the Task and Finish Group and the evidence provided by officers has given a strong foundation to build upon in terms of understanding the impact of climate change on the county and Council services. This needs to be taken forward and expanded to estimate the economic and social costs of inaction. This analysis can then help to identify priority areas when considering investments. The production of the Assessment would require the short-term commitment of some officer resource.

Recommendation 5

That Cabinet establishes a standing group comprised of members from all political groups and officers, chaired by the Portfolio Holder for Environment and Heritage & Culture to advance work on climate change adaptation.

- i) That the standing group uses the themes identified in this report to develop an action plan within six months setting out the activity to be undertaken by the County Council in the short, medium and long term.
- ii) That consideration be given to the establishment of a dedicated resource to coordinate climate change adaptation and mitigation efforts.

If the challenges of climate change adaptation are to be met, the Council will need to take a strategic and cohesive approach that is driven by senior officers and Councillors from all parties. The workshop gave a clear steer as to which risks need to be tackled, and suggested potential solutions, but these need to be investigated and developed into an action plan.

Workshop attendees identified a huge breadth of risks and possible solutions in two 40- minute sessions and it is unlikely that their feedback constitutes a complete list of everything that the Council will need to consider. In order to build the capacity to face the issue of climate change the Council may benefit from establishing a specific resource tasked with supporting the implementation of climate adaptation (as well as carbon reduction) policies.

Examples of Climate Adaptation Work from Other Local Authorities

Cambridge City Council has produced a comprehensive and far-reaching Climate Change Adaptation Plan recommending the use of SuDS for new developments, high standards of water efficiency, and design standards for new housing which limits the potential of overheating:

<https://www.cambridge.gov.uk/media/5996/climate-change-adaptation-plan.pdf>
<https://www.cambridge.gov.uk/adapt-to-climate-change>

The Northamptonshire Climate Change Strategy 2017 – 2020 offers a detailed assessment of the impacts of climate change and identifies measures to adapt to changing conditions. These include SuDS, tree planting and a “Green Leaders” project to recruit young adults to raise awareness within their communities:

<https://www3.northamptonshire.gov.uk/councilservices/environment-and-planning/climate-change/Pages/climate-change-strategy.aspx>

The Lancashire Climate Change Partnership has presented an in-depth Strategy Report providing a scientific basis, detailed regional emissions stats, local climate impacts, carbon reduction targets and objectives for adaptation:

https://www.lancashire.gov.uk/media/190306/Lancashire_Climate_Change_Strategy_2009_2020.pdf

West Lothian Council has provided an accessible on-line resource of information including council-led initiatives to mitigate and adapt to the effects of climate change:

<https://www.westlothian.gov.uk/climate-change>

The summary document for the Nottinghamshire Local Climate Impacts Profile is well-designed and succinct, offering a balanced view of key findings as well as the regional implications of climate change:

<https://www.nottinghamshire.gov.uk/media/109734/local-climate-impacts-profile.pdf>

CAG Consultants has produced an overview of local authorities’ responses to climate change and the methodologies adopted to ensure improved resilience:

<https://climate-adapt.eea.europa.eu/metadata/publications/adapting-to-climate-change-local-areas-action/11238630>

Useful Resources

Met Office, UKCP18 National Climate Projections (2018):

<https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-overview-slidepack.ff.pdf>

Met Office, UK Climate Projections: Headline Findings (September 2019, version 2):

<https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf>

The Committee on Climate Change, Preparing for Climate Change:

<https://www.theccc.org.uk/tackling-climate-change/preparing-for-climate-change/>

Town and County Planning Association, Planning for Climate Change (December 2018): <https://www.tcpa.org.uk/planning-for-climate-change>

DEFRA, Climate change: second national adaptation programme (2018 to 2023):

<https://www.gov.uk/government/publications/climate-change-second-national-adaptation-programme-2018-to-2023>

Sustainable Development Unit (Environment Agency), Under the Weather - Adapting to a changing climate (2015): <https://www.sduhealth.org.uk/areas-of-focus/community-resilience/community-resilience-copy.aspx>

Warwickshire County Council, Local Flood Risk Management Strategy and Surface Water Management Plan: <https://www.warwickshire.gov.uk/swmp>

CLASP, Adaptation Risk Assessment Resource Pack:

<http://www.claspinfo.org/adaptation-risk-assessment-pack>

Climate Just, Socially vulnerable groups sensitive to climate impacts:

<https://www.climatejust.org.uk/socially-vulnerable-groups-sensitive-climate-impacts>

Forest Research, The influence of climate change on forest insect pests in Britain (2016): <https://www.forestresearch.gov.uk/research/the-influence-of-climate-change-on-forest-insect-pests-in-britain/>

HM Government, UK Climate Change Risk Assessment (2017):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/584281/uk-climate-change-risk-assess-2017.pdf

<http://randd.defra.gov.uk/Document.aspx?Document=CCRASummaryAgriculture.pdf>

The Environment Agency, Climate change impacts and adaptation (2018):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf

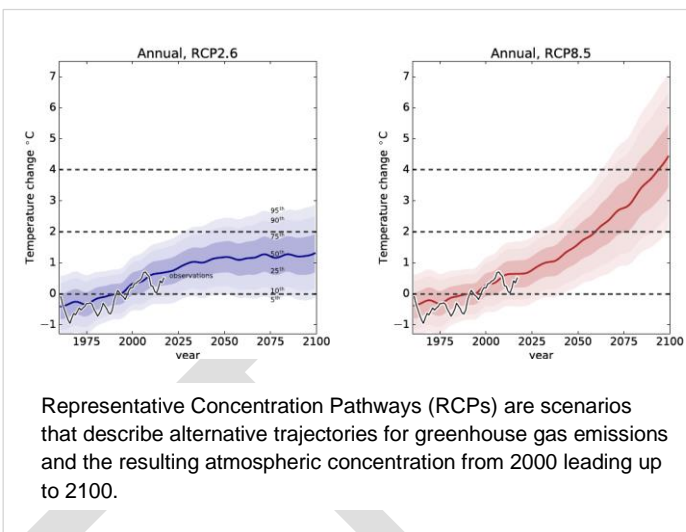
Heatwave Scenarios

All areas of the UK are projected to experience warming according to the **Met Office UK Climate Projections (UKCP) of 2018**. Warming is anticipated to be greater in the summer than the winter. Future rise depends on international levels of greenhouse gas emission.

Future UK temperatures

RCP2.6 (left) represents a best case scenario in which a concerted international response to climate change has been put in motion. RCP8.5 (right) represents a worst case scenario in which emissions have continued to rise contributing to increased atmospheric concentrations of CO₂ and accelerated global heating.

For a central location in England, the Met Office forecasts that in a high emissions future, temperatures could rise by as much as 5.8°C. Under a low emissions scenario, it is anticipated that the UK will see an increase in the average annual temperature of up to 2.3°C by 2100.



Hot summers are expected to become more common; in the recent past (1981- 2000) the chance of seeing a summer as hot as 2018 was lower than 10%. The likelihood has already increased due to climate change and is now between 10-25%. With future warming, hot summers by mid-century could become even more common, near to 50%.

CO₂ has a life-cycle of around 100 years, which means that even if we entirely cut global carbon emissions tomorrow, there would still be century-long legacy of climate change.

With the likelihood of a heatwave comparable with the summer of 2018 occurring as regularly as every other year; a unified strategy to address and adapt to the implications of climate change will be essential.

These projected warmer summers are likely to be much drier, with average summer rainfall anticipated to drop by 47% by 2070.

However, an increase in the frequency of heavy rain, flash flooding and unseasonably strong winds is also anticipated during the summer months. Summer storms have the potential to cause more serious impacts as more people are likely to be outdoors, especially by the coast. Additionally, with trees in full leaf they are more vulnerable to being brought down by strong winds.

Climate change is projected to reduce the amount of water in the environment that can be sustainably withdrawn whilst increasing the demand for irrigation during the driest months. At the same time the growing population will create additional demands on already stretched resources in some parts of the country. Even low population growth and modest climate change scenarios suggest severe water supply deficits, and with high population growth and more severe climate change these deficits are predicted to deepen and, by the 2050s, extend across the UK.

The growing, ageing population of the UK means that the number of vulnerable people at risk is increasing. The number of premature heat related deaths is expected to more than triple by the 2050s. Many newly built homes are not resilient to predicted climate conditions; concerns have also been identified in respect of the effect of future temperatures on hospitals, care facilities, schools and prisons.

Extreme heat can have a range of impacts. Hot spells can lead to impacts on human health, especially in urban areas where buildings retain heat, resulting in higher night time temperatures. Impacts on transport can include buckling of rail tracks and melting of tarmac road surfaces. Prolonged heat can create favourable conditions for wildfire.

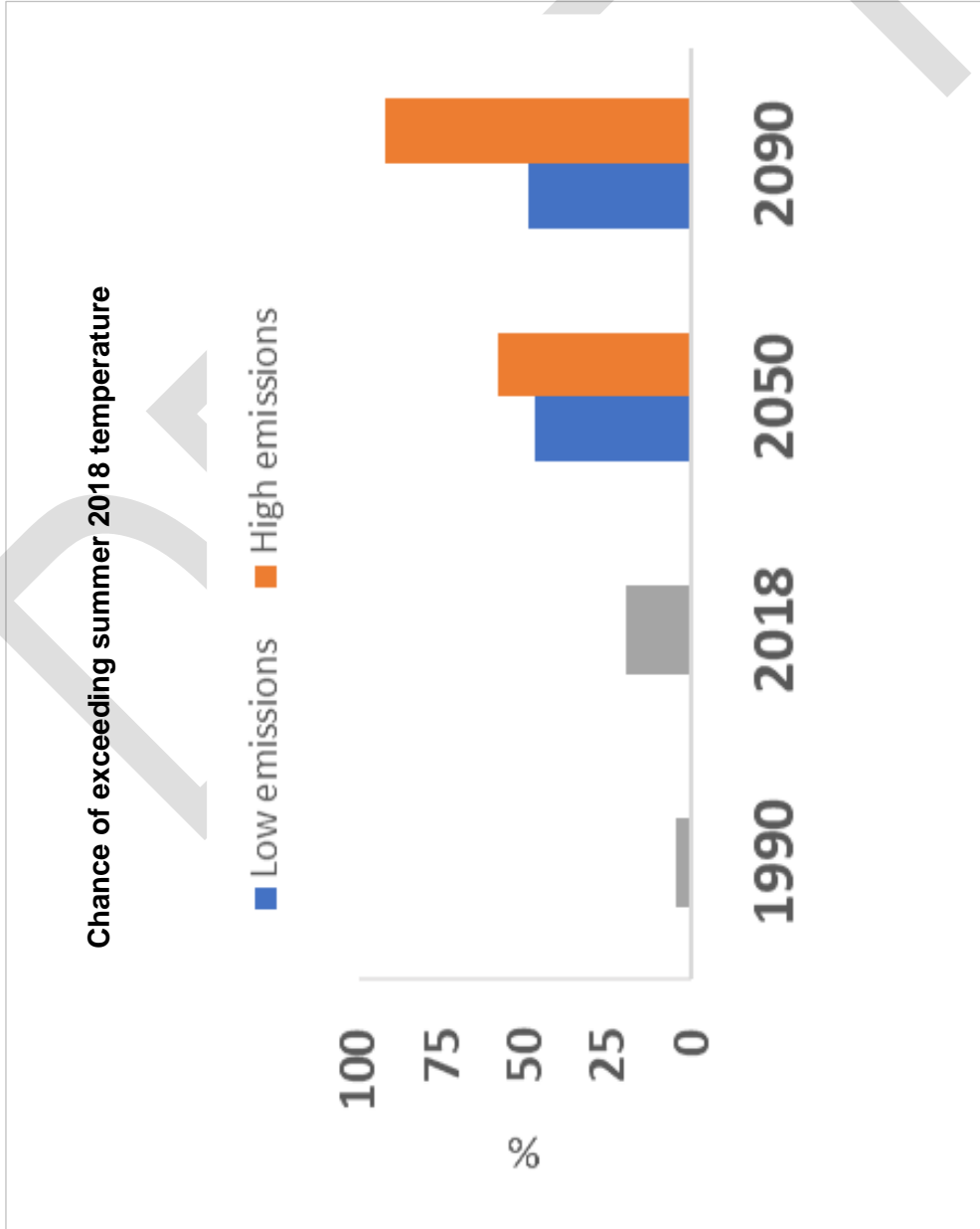
https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-overview-slidepack_ff.pdf

<https://www.theccc.org.uk/tackling-climate-change/preparing-for-climate-change/>

2018 was the joint hottest summer on record for the UK as a whole, and the hottest ever for England according to the Met Office.

Hot summers are expected to become more common; in the recent past (1981- 2000) the chance of seeing a summer as hot as 2018 was lower than 10%. The likelihood has already increased due to climate change and is now between 10-25%. With future warming, hot summers by mid-century could become even more common, near to 50%.

CO2 has a lifecycle of around 100 years, which means that even if we entirely cut global carbon emissions tomorrow, there would still be a century-long legacy of climate change.



Flooding Scenarios

Significant areas in Warwickshire are subject to flood risk, with around one in seven commercial properties and one in ten residential properties being at risk of flooding from rivers or surface water.

Scientists expect global warming to lead to more extreme rainfall with the **UK receiving around 10% more rainfall** on average per year by 2100 compared to 1986 – 2005, according to the Intergovernmental Panel on Climate Change (IPCC).

Under a best case scenario, the Committee on Climate Change (CCC) has calculated that the number of **residential properties in the UK at risk of flooding** is likely to increase by 40% within the next 65 years, from 860,000 today to 1.2 million. Under a worst case scenario this figure rises to 1.7 million, constituting a 93% increase. These estimates assume no population growth and adaptation continuing at current levels.

The data also suggests significant **risks to infrastructure** assets, with the number of sites in the UK exposed to the highest chance of flooding increasing by 30% in a best case scenario, and by 200% in a worst case scenario by the 2080s.

The study suggests that the **length of railway line** located in areas exposed to the highest chance of flooding is subject to a 53% rise in the best case, and 160% increase in the worst, high emission, future scenario.

The **lengths of major highway** in the UK exposed to flooding rises by 41% in the best case, and by 120% in the worst case.

The proportion of **railway stations** prone to flooding by 2080 rises by 10% in an optimistic forecast, to 28% in a high emission forecast.

The IPCC has reported that climate change **could increase the annual cost of flooding in the UK almost 15-fold by the 2080s** under high emission scenarios.

Ambitious approaches to adaptation could offset increases in expected annual flood damage if global warming is limited to 2°C. However, local impacts will vary considerably; some communities will be significantly at risk. This will affect property values, business revenues, and in extreme cases the viability of communities. Risks to communities and local economies are closely linked to the resilience of local infrastructure, in particular energy, transportation and communications systems.

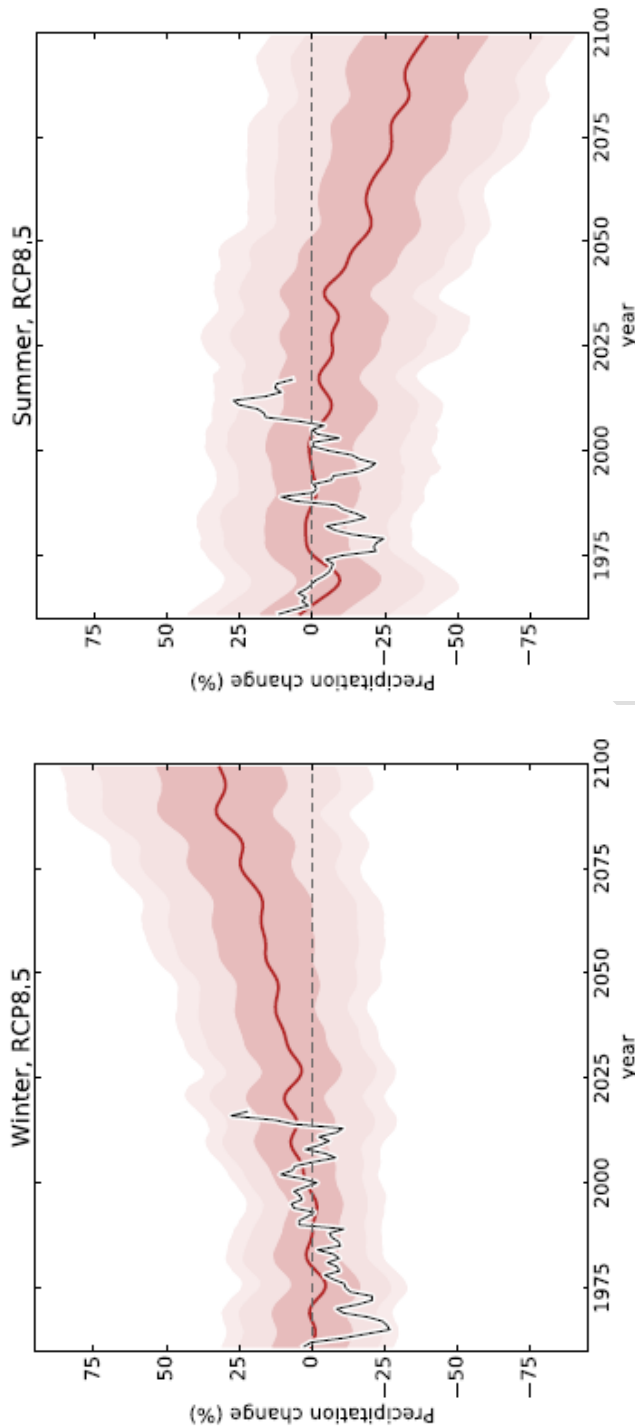
The threatened collapse of Whaley Dam in Derbyshire illustrates the urgent nature of the UK's preparedness for climate change. The CCC has recommended to Parliament that ageing infrastructure be treated as a priority. Should climate change impacts, such as dam collapses, become more commonplace there could be serious implications for emergency response agencies.

In February, the Environment Agency warned that if global temperatures continue to rise in line with current trends, the UK will need to spend £1 billion a year to adequately protect homes from flooding. Currently the UK government spends just under two-thirds of that amount – £600 million. Meanwhile, the risk of flooding appears to be an upward concern.

While the risk of heavy flooding is becoming more frequent – the Met Office logged 17 record-breaking rainfall months since 1910, with nine of them since 2000 – the UK remains reliant on flood defence systems to limit its impact. The Environment Agency has recommended that “we need to develop consistent standards for flood and coastal resilience in England that help communities better understand their risk and give them more control about how to adapt and respond.”

Guidance from the Town and Country Planning Association and Royal Town Planning Institute recommends that “climate adaptation must be understood as the main priority for long-term planning to secure climate resilience, and must be accepted as equally as important as meeting housing need.”

By ensuring that adaptation strategies are embedded within planning processes and decision making, local authorities will be able to access essential benefits to health and wellbeing, provision of green infrastructure and flood resilience.



According to the Met Office's most recent climate projections:

- **Winter precipitation** in the UK is expected to increase significantly;
- **Summer rainfall** is expected to decrease significantly;
- But when it rains in summer there may be more **intense storms**;
- Also consistent with the global projections, variability in rainfall is increasing: wet winters will get wetter, but we can still expect to see dry winters. This means that we will need to be resilient to a wider range of conditions.

More information can be found at:

<https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-overview-slidepack.ff.pdf>

<https://www.theccc.org.uk/tackling-climate-change/preparing-for-climate-change/>

<https://www.carbonbrief.org/how-much-flooding-is-in-the-uks-future-a-look-at-the-ipcc-report>

<https://www.bbc.co.uk/news/science-environment-48206325>

<https://www.tcpa.org.uk/planning-for-climate-change>

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Communities Overview & Scrutiny Committee

27 November 2019

One Organisational Plan Quarterly Progress Report: Period under review: April 2019 to September 2019

Recommendation

That the Overview and Scrutiny Committee:

- (i) Considers and comments on the progress of the delivery of the One Organisational Plan 2020 for the period as contained in the report.

1. Introduction

- 1.1. The One Organisational Plan (OOP) Quarterly Performance Progress Report for the period April 1st 2019 to September 30th 2019 was considered and approved by Cabinet on 14th November 2019. The report provides an overview of progress of the key elements of the OOP, specifically in relation to performance against Key Business Measures (KBMs), strategic risks and workforce management. A separate Financial Monitoring report for the period covering both the revenue and capital budgets, reserves and delivery of the savings plan was presented and considered at the same meeting.
- 1.2. This report draws on information extracted from both of the Cabinet reports to provide this Committee with information relevant to its remit.

2. One Organisational Plan 2020: Strategic Context and Performance Commentary

2.1 The OOP 2020 Plan aims to achieve two high level Outcomes:

- **Warwickshire's communities and individuals are supported to be safe, healthy and independent;** and,
- **Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure.**

Progress to achieve these outcomes is assessed against 58 KBMs.

Outcome	No. of KBMs
Warwickshire's communities and individuals are supported to be safe, healthy and independent	24
Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure	17

In addition, to demonstrate OOP delivery by ensuring that **WCC makes the best use of its resources**, a total of 17 KBMs are monitored.

2.2 Of the 58 KBMs, 14 are in the remit of this Overview and Scrutiny Committee. At the Quarter 2 position, 71% (10) of KBMs are currently on track and achieving target while 21% (3) of KBMs are not on track and behind target. The remaining KBM is reported in arrears so it is too early to make a judgement on this measure. Chart 1 below summarises KBM performance by outcome for the remit of this Committee.

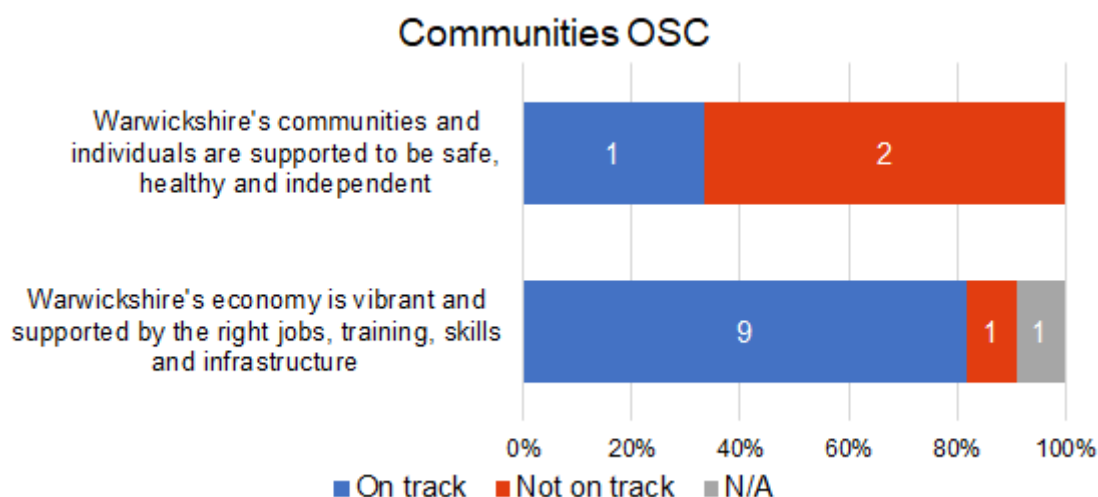


Chart 1

2.3 Of the 71% (10) KBMs achieving target there are two measures where performance is of particular note, which are:

- % of Core Highways Maintenance Contract performance measures achieving target; and,
- Rate of crime per 1000 population.

2.4 Chart 2 below illustrates the considered projection of performance over the forthcoming reporting period.

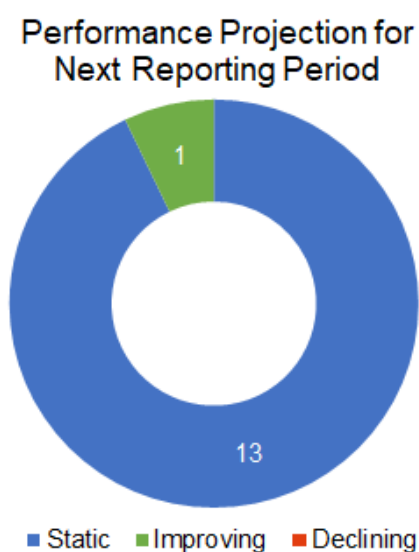


Chart 2

Of the 14 performance measures, 13 are projecting that performance will remain static over the next reporting period, whereas 1 is projected to be improving. The improving measure is:

- No. of businesses supported in growing.

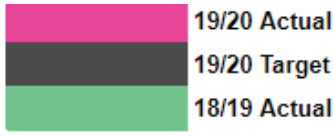



11 of the reported measures are on track to achieve target and it is projected that performance will remain the same or improve further. The 3 KBM's which are not on track to achieve target include:

- No. of fatalities on Warwickshire maintained roads;
- Warwickshire % GVA relative to UK average; and,
- No. of people killed and seriously injured on our roads.

These 3 KBM's are currently projected to remain static.

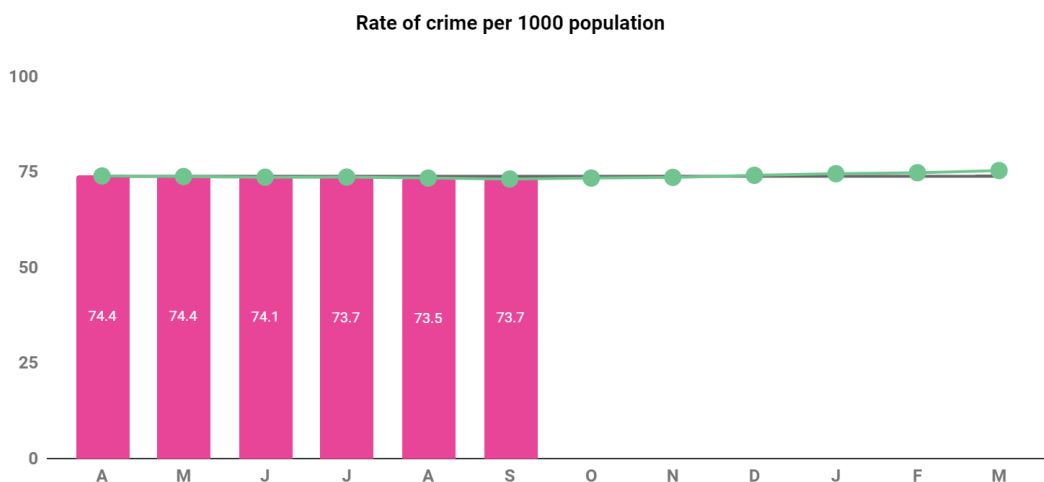
2.5 The following section presents KBMs where significant good performance or areas of concern need to be highlighted for the 14 KBMs across the 2 high level outcomes as appropriate for this Committee. Performance for all other measures is included in Appendix A.




One Organisational Plan Key Business Measures Scorecard

	Projection	Is the expected performance projected to improve, decline or remain static over the next reporting period
	DoT	Direction of Travel (DoT) over recent period
	Trend	Trend over longer time period
		Performance Improving
		Performance Declining
		Performance is Steady

Warwickshire’s communities and individuals are supported to be safe, healthy and independent

Areas of good progress



16/17	17/18	18/19	Trend	DoT	Projection
67.11	73.51	73.93			

Total recorded crime per 1,000 population is marginally below target for Quarter 2 at 73.74 compared to the target of 74, this is an improved position from Quarter 1 where the measure was highlighted as an area of concern.

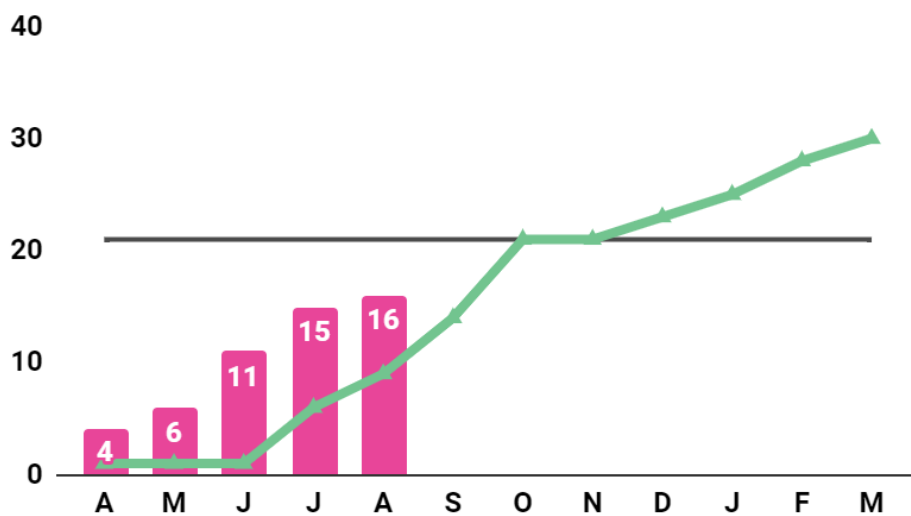
The police are in the middle of a significant recruitment drive and are starting to see an uplift in operational officers in the county. At the Safer Warwickshire Partnership Board in September, the Chief Superintendent updated the Board on the wide range of activities and outcomes the police had achieved across a range of crime types which included arrests, charges and remands for robbery, motor vehicle theft and possession of an imitation firearm offence. The police continue to work with partners developing problem solving plans and approaches to the incidents that Warwickshire experience.

The activities of the Community Safety Team include delivery of the Warwickshire information sharing protocol, development of E-CINS a multi-agency database to facilitate effective information sharing, the development and delivery of problem solving plans including addressing knife crime in schools, alternative giving campaigns, development of the Domestic Abuse strand of the reducing reoffending action plan, Cybercrime/online grooming/Prevent awareness and prevention sessions, supporting vulnerable residents ensuring appropriate partners address issues including fear of crime and drug dealing.

It is projected that this level of performance will continue across the next reporting period.

Areas of concern and remedial action

No of fatalities on Warwickshire maintained roads



16/17	17/18	18/19	Trend	DoT	Projection
16	29	30	↑	↑	↔

The number of fatalities across all Warwickshire roads have increased during Quarter 2 from 10 to 19. In 2018/19 1 of the 10 fatalities occurred on a non WCC road, in 2019/20 3 of the 19 fatalities happened on non WCC road. There have been 16 fatalities in total on Warwickshire maintained roads in 19/20 so far; please note that 2019/20 data still needs to be validated. After analysis of the fatalities there is no pattern, the majority (5) were as a result of a swerve or leaving a carriageway. The pedestrians (3) were all in the road at the time crossing (not on crossings) and 3 were at junctions.

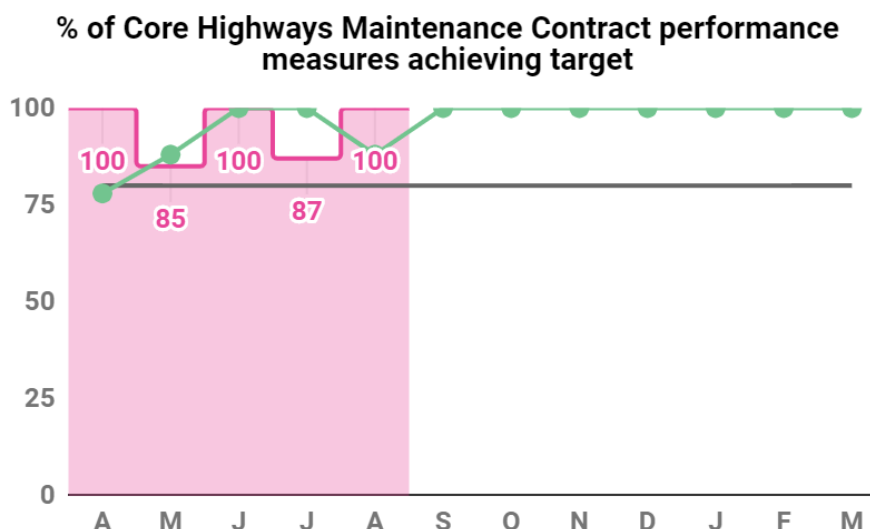
The Warwickshire Road Safety Partnership has recently reconvened with the inception of a Strategic Board. The Strategic Board is made up of WCC Directors & Senior Officers, Police & Crime Commissioner and Senior Police and Fire & Rescue representatives. It will set the strategic direction of the partnership and, working with recommendations from the operational board, take ultimate responsibility for the financial decision making and scrutiny.

Since April the Traffic & Road Safety Group has taken steps to bid for significant funds through Community Infrastructure Funding (CIF) to implement schemes to reduce casualties on WCC roads. Over £5M has been approved or is being considered to reduce collisions at various locations across the County. With funding approved for Wolvey Crossroads and the the Lawford Road - Addison Road junction; the Green Man Crossroads in Coleshill and, A439 Warwick Rd – Sand Barn Lane junction and the casualty reduction scheme at Portobello Crossroads will go to November Cabinet for recommended addition to the Capital Program. The Cabinet report will also include recommendations for the £1.7M a pilot scheme for average speed cameras on County roads to be added. These are to address collisions on several primary routes (A446 north of Coleshill; A428 east of Coventry; A435 south of Redditch; A426 north of Rugby). If approved these should prove to be a significant step toward casualty reduction.

The current projection for the next period will be static.

Warwickshire’s economy is vibrant and supported by the right jobs, training, skills and infrastructure

Areas of good progress

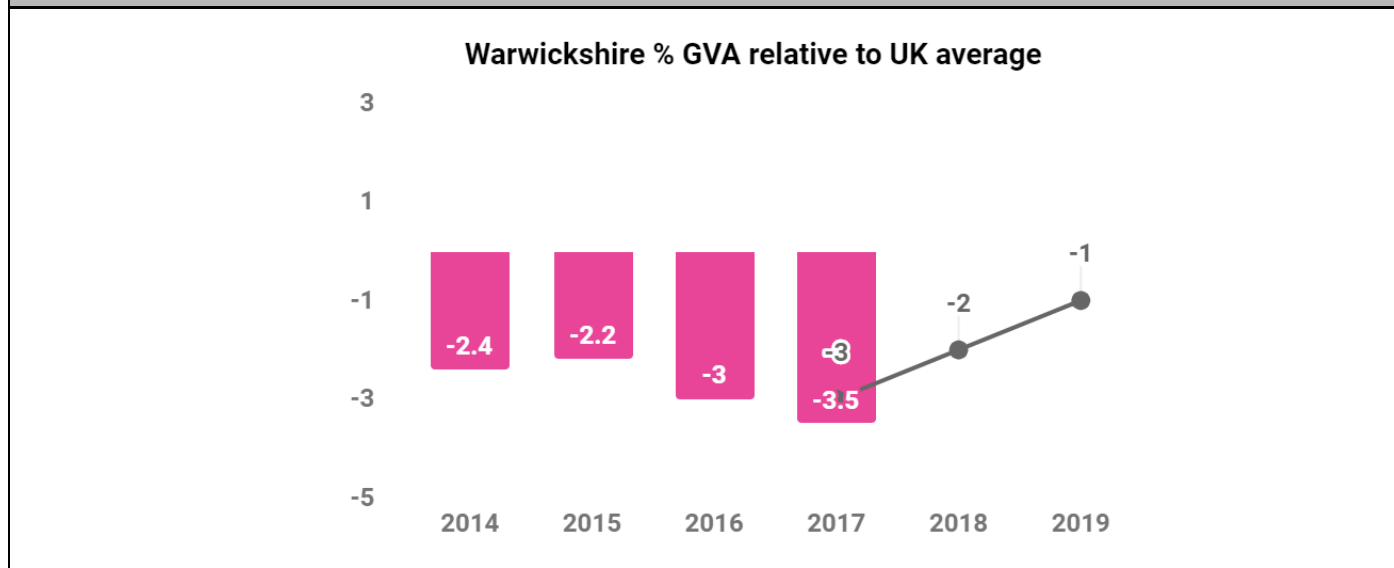


16/17	17/18	18/19	Trend	DoT	Projection
N/A	90	100	↑	↔	↔

Performance is currently at 100%. There are 11 Core Performance Measures, of which 8 are above target, and 3 cannot be measured at this point of the year as they are 'annual' measures.

Looking at the performance since the start of this year, and the end of last year, performance indicators are predicted to remain broadly static as volume of work carried out is within the contractual norms.

Areas of concern and remedial action



2017	2018	2019	Trend	DoT	Projection
-3.5	Not Available	Not Available	↓	↓	↔

Data on economic output (GVA) is calculated annually by the Office for National Statistics (ONS) and is based on a wide range of supporting economic data. The latest available data was released in December 2018, covering the previous year, 2017. The next ONS release of the data will be in December 2019/January 2020, which will cover 2018. As new data becomes available, and the methodologies that the Office for National Statistics use to calculate GVA improves, the data is often subject to revision.

Since the previous release, Warwickshire's data has been revised and updated, and it is now calculated that Warwickshire's position is below the national average (whereas previously it had thought to have been above).

However, Warwickshire has still seen strong growth since the end of the recession in 2009, growing at a faster rate than the national average (29.7% growth between 2009-2017, compared to just 19.1% nationally), and faster than our surrounding areas (including areas to the South East). Indeed, Warwickshire has the seventh fastest growth rate out of all local authority areas in the country - and the fourth fastest when London is excluded. At the same time, the latest data does show that our gains in productivity have slowed in the last couple of years.

Research is being undertaken to understand the causes of this, and what key interventions/ activities might be needed to help address this as part of WCC's new economic strategy and enable our strong economic growth to continue into the future, and a briefing paper being produced for Overview & Scrutiny in October. Initial analysis suggests that Warwickshire has been disproportionately affected by the slowdown in the motor vehicle manufacturing sector since 2015 as a result of 'dieselgate', a slowing global economy (particularly China) and the need to move towards new, low/zero emission technologies.

However, given the need for the sector to shift to these new technologies - and the global opportunities this could bring - Warwickshire is well-placed to benefit and this should come through into stronger growth in the medium to longer-term. There are also local disparities across Warwickshire. Further research is being undertaken to understand these and to identify the interventions/ activities needed as part of the new economic strategy.

Financial Commentary – relevant finance information taken from Cabinet report

3.1 Revenue Budget

3.1.1 The Council has set the following performance threshold in relation to revenue spend: a tolerance has been set of zero overspend and no more than a 2% underspend. The following table shows the forecast position for the Services concerned.

	2019/20 Budget £'000	2019/20 Outturn '000	Revenue Variance £'000 %	Retained Reserves £'000	Financial Standing £'000
Communities	23,177	24,120	943 4.07%	(2,705)	(1,762)

Work has already been undertaken to pro-actively reduce the level of overspend, and it is expected to reduce further over the next quarter. In addition, there is a planned draw-down from reserves for £150k for investment in the Business Centres, which will help towards this reduction. However, the remaining bulk of overspend is as a result of unrealised savings that were expected to be delivered through the review of the residents parking permit scheme. This will not be achieved this year, and therefore likely to result in a sizeable overspend that will be difficult to address from elsewhere.

Environment Services	24,069	23,877	(192) -0.80%	(1,055)	(1,247)
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An underspend is currently forecast due to additional income generation from network management and recovery of costs from developers; this is helping to control current cost pressures including an overspend in Community Safety to support additional gypsie and traveller review work as well as highway pressures related to the implementation of the new software systems.

3.2. Delivery of the 2017-20 Savings Plan

3.2.1. The savings targets and forecast outturn for the Business Units concerned are shown in the table below.

	2019/20 Target £'000	2019/20 Actual to Date £'000	2019/20 Outturn £'000
Communities	1,141	443	535
Shortfall £0.606 million relating to the introduction of a new charging schedule for parking permits. This has been delayed while a public consultation takes place. This has impacted on year 1 savings and depending on the outcome of the consultation may impact on year.			
Environment Services	605	555	580
Shortfall £0.025 million. This relates to the move to Hawkes Point from Montague Road. This is in question because it relied on increased income being made from the installation of an MOT test facility at the new site. The move to Hawkes point has been delayed and Environment Services are now also funding the installation.			

3.3 Capital Programme

3.3.1. The table below shows the approved capital budget for the business units and any slippage into future years.

	Approved budget for all current and future years (£'000)	Slippage from 2019/20 into Future Years (£'000)	Slippage from 2019/20 into Future Years (%)	Current quarter - new approved funding / schemes (£'000)	Newly resourced spend included in slippage figures (£'000)	All Current and Future Years Forecast (£'000)
Communities	37,669	(257)	1.36%	0	(18)	37,651
<ul style="list-style-type: none"> • Safer Routes to Schools (£0.7m) – Funding has not yet been allocated to specific schemes so spend is now forecast to occur in future years; • Casualty Reduction Schemes (£0.3m) – Schemes forecast to take longer than planned due to size/complexity of individual projects; • Business Loans (£0.1m) – Reprofile of loans and repayments agreed with partners; and • Area Delegated budgets – Spend of £0.9m has been incurred earlier than planned as additional works have now been allocated to a contractor and are expected to be completed in the current year. 						

Environment Services	117744	(6,570)	8.81%	0	48	135,192
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The rephasing into future years is across transport schemes including:

- £2.4m of developer funded schemes where spend on a number of schemes has been reprofiled to future years;
- Stanks Island (£0.8m) - Delayed because of unanticipated utilities works;
- Coton Arches (£0.2m) – Delays to approvals of preliminary layout, the land purchase will now take place in 2020/21;
- A3400 Birmingham Road, Stratford (£2.1m) – Estimated scheme costs are now forecast to exceed the available grant funding, so the scheme is currently being re-evaluated;
- Lawford Road Casualty Reduction (£0.7m) – Delays caused by the need for utility diversions; and
- Bermuda Bridge (£0.4m) – Works have not yet commenced and are now expected to take place in 2021/21.

4 Supporting Papers

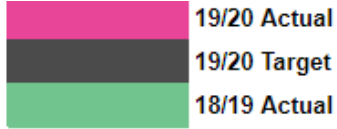



- 4.1 A copy of the full report and supporting documents that went to Cabinet on the 14th November 2019 is available via the following [link](#) and in each of the Group Rooms.

5 Background Papers

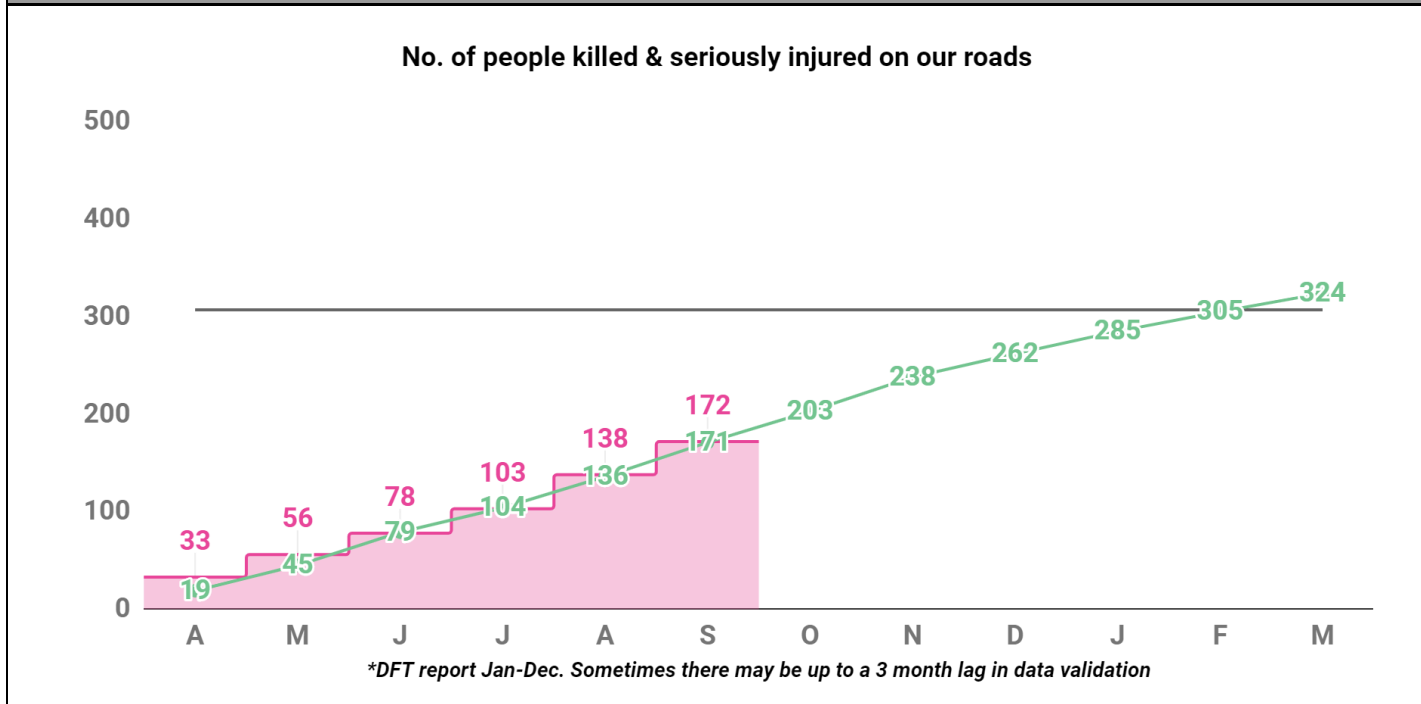
None




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Appendix A One Organisational Plan Key Business Measures Scorecard

	Projection	Is the expected performance projected to improve, decline or remain static over the next reporting period
	DoT	Direction of Travel (DoT) over recent period
	Trend	Trend over longer time period
		Performance Improving
		Performance Declining
		Performance is Steady

Warwickshire's communities and individuals are supported to be safe, healthy and independent



16/17	17/18	18/19	Trend	DoT	Projection
374	354	324			

Current figures are up to and including August. These figures can take up to 3 months or more to be validated. Nationally the fatality trend has been stable since 2010 following a period of steady decline. In Warwickshire this trend has not followed and our fatality levels are fluctuating year on year. This could be due to the relative small sample size of Warwickshire Fatalities, it could be a local reflection of the national levelling off trend. Nationally KSI's have increased by 3%, in

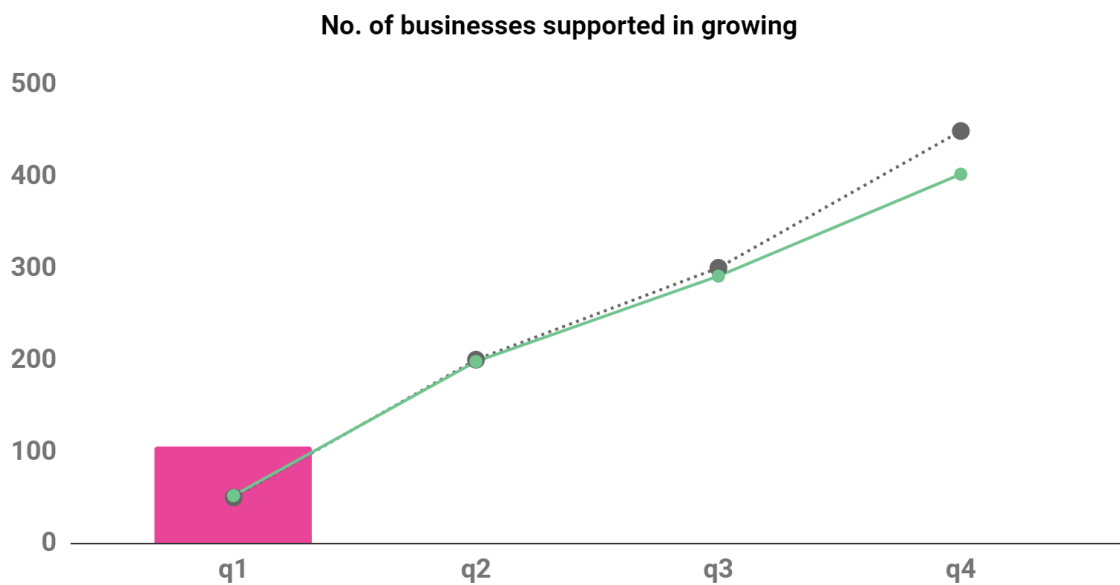
Warwickshire the increase has been 2%.

The Warwickshire Road Safety Partnership has recently reconvened with the inception of a Strategic Board. The Strategic Board is made up of WCC Directors & Senior Officers, Police & Crime Commissioner and Senior Police and Fire & Rescue representatives. It will set the strategic direction of the partnership and, working with recommendations from the operational board, take ultimate responsibility for the financial decision making and scrutiny. Current KSI for 2019 are 129 (this figure will need to be validated which can take up to 3 months or more) compared to the same period in 2018 which were 136 (only taking into account 2018 Apr to Aug figures, 2018 Apr to Sep was 171),. There have been reductions in Pedestrians (14 to 11), cycle (23 to 12) and a reduction in car drivers (44 to 33) but an increase in passengers (13 to 21). PTW (powered two wheelers i.e. scooters, mopeds etc) are fairly stable with 45 in 2018 and 46 in 2019.

Since April the Traffic & Road Safety Group has taken steps to bid through Community Infrastructure Funding (CIF) for significant funds to implement schemes to reduce casualties on WCC roads. Over £5M has been approved or is being considered to reduce collisions at Wolvey Crossroads, the Lawford Road - Addison Road junction, Green Man Crossroads in Coleshill and A439 Warwick Rd – Sand Barn Lane junction. Works have also commenced to implement the casualty reduction scheme at Portobello crossroads.

The CIF bids include £1.7M for a pilot scheme for average speed cameras on County roads. These are to address collisions on several primary routes (A446 north of Coleshill; A428 east of Coventry; A435 south of Redditch; A426 north of Rugby). If approved these should prove to be a significant step toward casualty reduction..

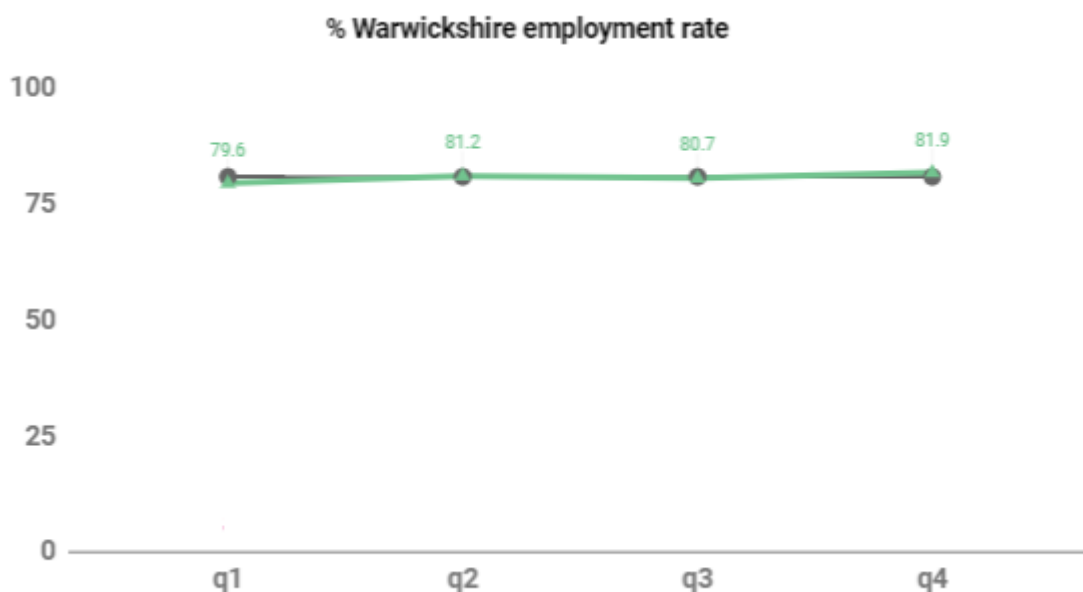
Warwickshire’s economy is vibrant and supported by the right jobs, training, skills and infrastructure



16/17	17/18	18/19	Trend	DoT	Projection
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N/A	327	402	↑	↑	↑
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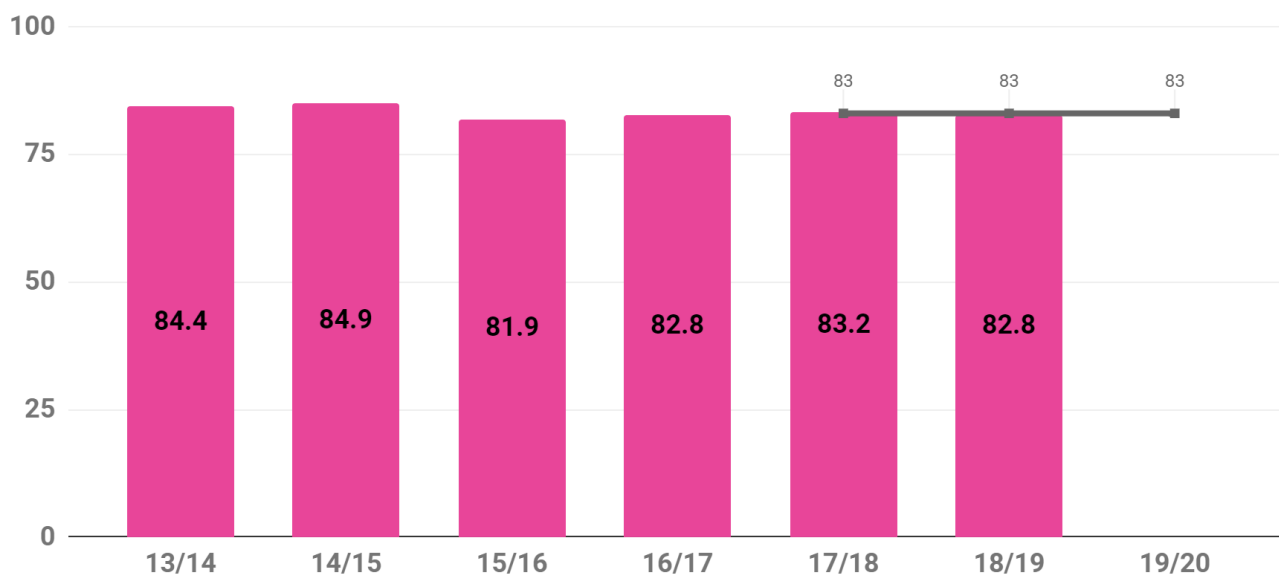
Full Quarter 2 data is not yet available. However, early data suggests that the quarterly target will be exceeded by some margin. In fact, it is suggested that the 2019/20 annual target is increased at Quarter 3 if the performance to-date continues for another quarter. Additional Quarter 1 data has now been added since the last update. 106 businesses were supported, with data for some services and projects still to be confirmed, against a Quarter 1 target of 50 and compared to 52 over the same period last year. It is projected that the annual target will be exceeded that is why the annual target will be reviewed at Quarter 3 taking into account the first half of the year's figures.



16/17	17/18	18/19	Trend	DoT	Projection
76	79.6	81.9	↑	↑	↔

The Quarter 2 data is not yet available and the Quarter 1 data was due to be published at the time of writing. The latest available data, 2018/19 Quarter 4, shows that Warwickshire has an employment rate of 80.2%. This represents a very modest reduction from 2018/19 Quarter 3, down 0.7%. However, overall, our employment rate is at a record high and it has increased from 74.9% in early 2009. Further analysis to understand the breakdown and composition of the change and growth in employment rate in Warwickshire is underway, and this will inform the new WCC economic strategy. Whilst apprenticeship numbers continue to fall due to the changes in the national system, which are still being worked through, overall, job demand levels are high with job vacancies per 1000 population in Warwickshire being double those of the national average and businesses are facing difficulties in recruiting. Building links between the business community and education providers therefore remains critical, and a key focus of WCC's work. WCC is also working with employers to encourage them to consider a wider range of potential employees, particularly young people with special educational needs and disabilities, residents with health and mental health issues, and the older workforce which generally have the highest rates of unemployment at the moment.

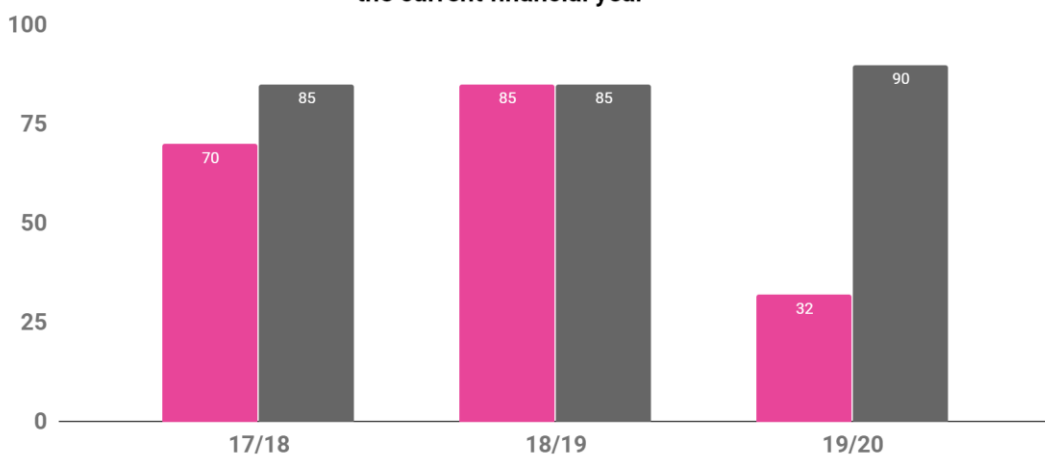
% of Warwickshire road network meeting specified condition



16/17	17/18	18/19	Trend	DoT	Projection
82.8	83.2	82.8	↓	↓	↔

This is an annual 'lagging' measure, so no data to report at Quarter 2. Coarse Visual Inspection survey information is normally completed in March. Processing and analysis of data takes some time, with figures available in late April/early May.

% completion of Capital Maintenance programmes/Infrastructure improvements programmed for the current financial year

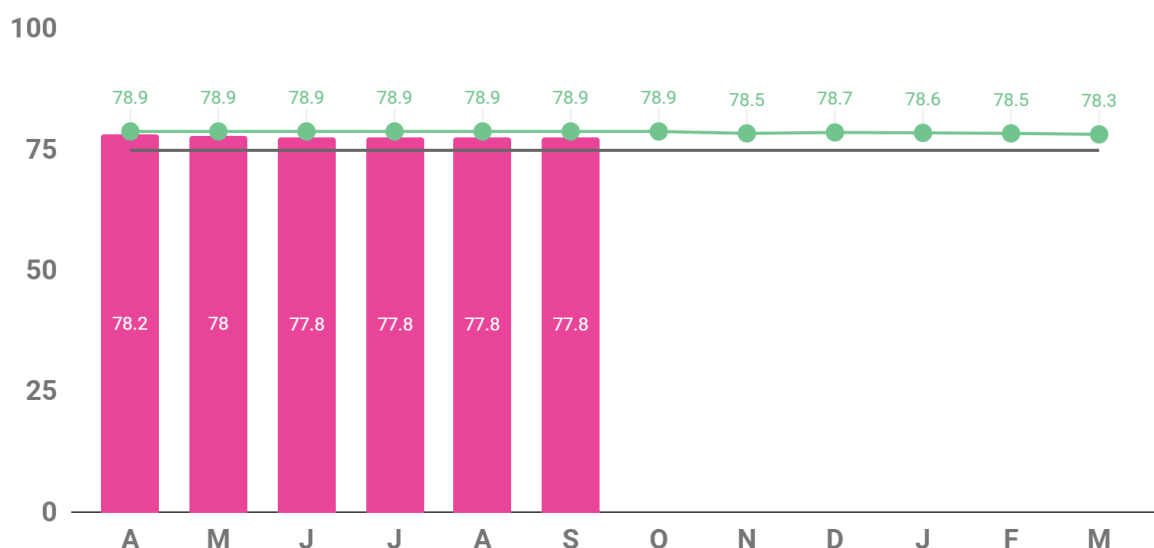


16/17	17/18	18/19	Trend	DoT	Projection
N/A	75	85	↑	↑	↔

5 out of 16 capital schemes are now complete at the end of Quarter 2 with a further 10 schemes currently on site progressing towards completion. In addition, a number of smaller scale schemes are due to start in the near future which are expected to be completed by the end of 19/20. Therefore this measure is on track to meet its target. So far the completed schemes include;

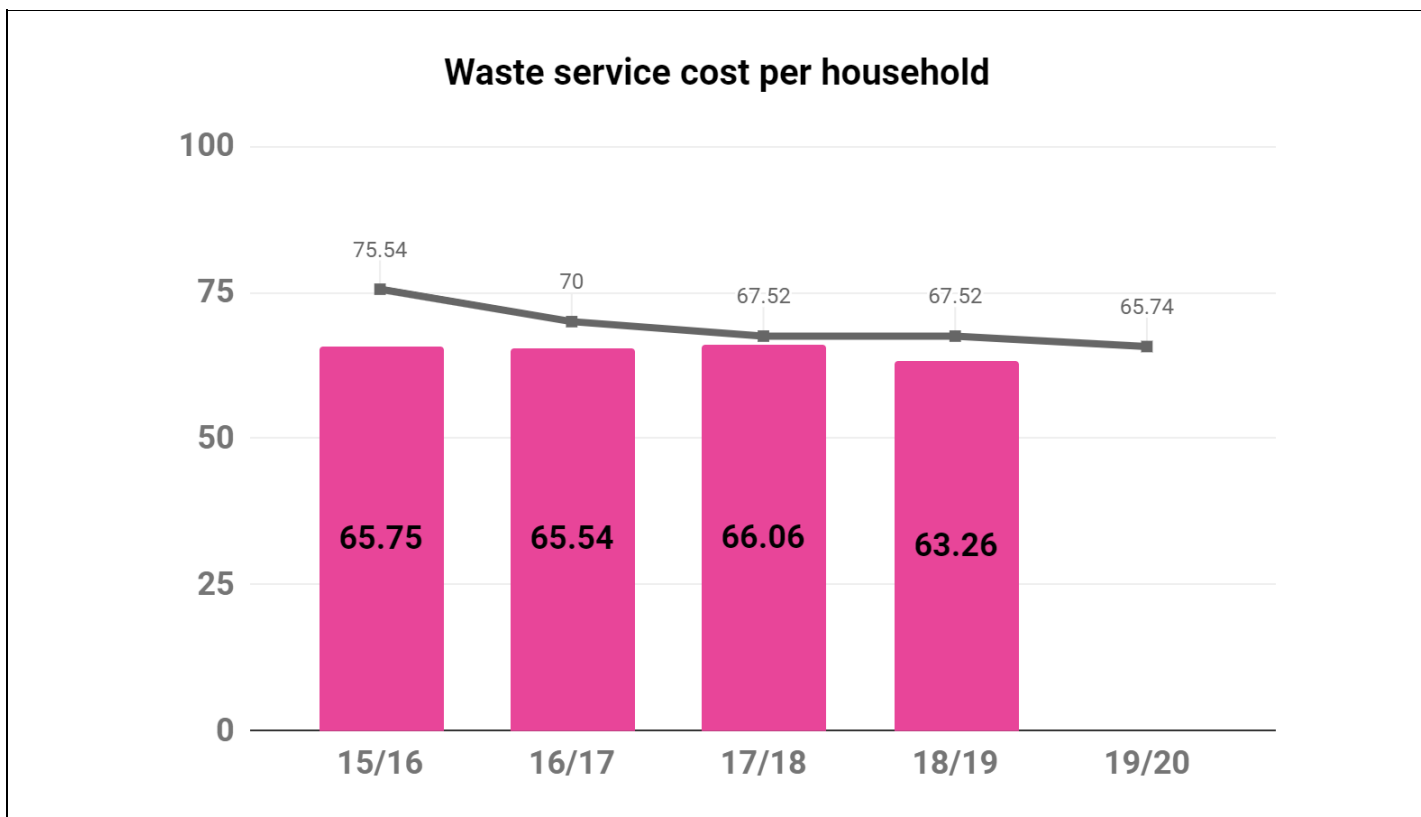
- B4451 Station Road, Bishops Itchington, new right turn lane (S278);
- C104 Milcote Road, Welford on Avon (S278);
- Europa Way (Gallaghers);
- D4349 York Road, Leamington - Cycle improvements; and
- Northgate Improvements, Warwick.

% of communities with a population of 1,000 or more receiving at least one daily bus service



16/17	17/18	18/19	Trend	DoT	Projection
N/A	79.5	78.3	↓	↔	↔

Performance at the end of Quarter 2 is 77.8% which is ahead of the 75% target. It is expected to continue as there have been no significant route changes in the period. No future bus route changes are expected in the short term so performance will remain at existing level.

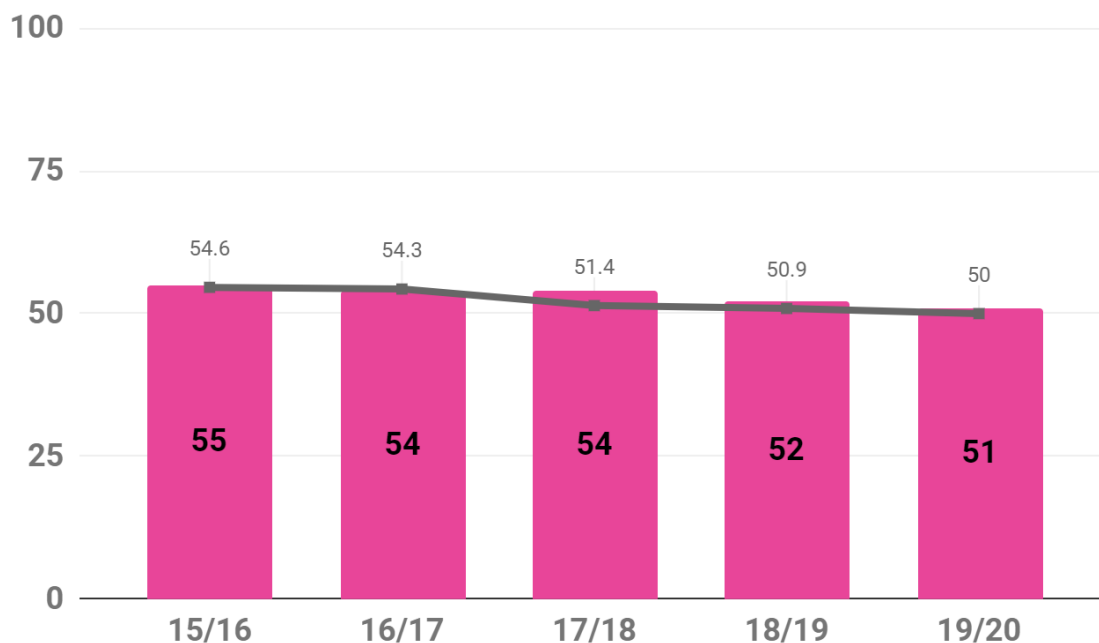


16/17	17/18	18/19	Trend	DoT	Projection
65.54	66.06	63.26	↓	↓	↔

This indicator is currently on track to be delivered even with decreases in recycle income. If current waste reduction projection is maintained then a budget saving could be delivered, however, there are significant risks to this. Estimate based on current financial forecast and projected changes in waste arisings.

WCC will continue to closely monitor and manage the revenue and capital budgets.

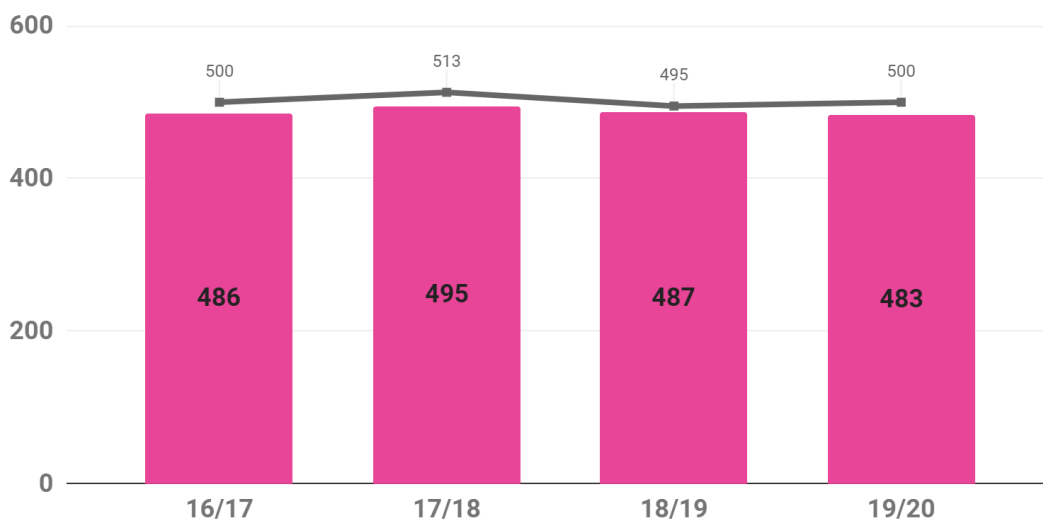
% of household waste reused, recycled and composted



16/17	17/18	18/19	Trend	DoT	Projection
54	54	52	↓	↔	↔

Current performance is 51% whilst it is 61% at the Household Waste Recycling Centres (HWRC), this 61% feeds into the overall figure. The target for HWRC is 60% so targets for both are currently being hit. It is projected to remain static. WCC will continue to work to maximise recycling at the HWRC's and to monitor and mitigate the impact of green waste charging in Nuneaton & Bedworth Borough Council.

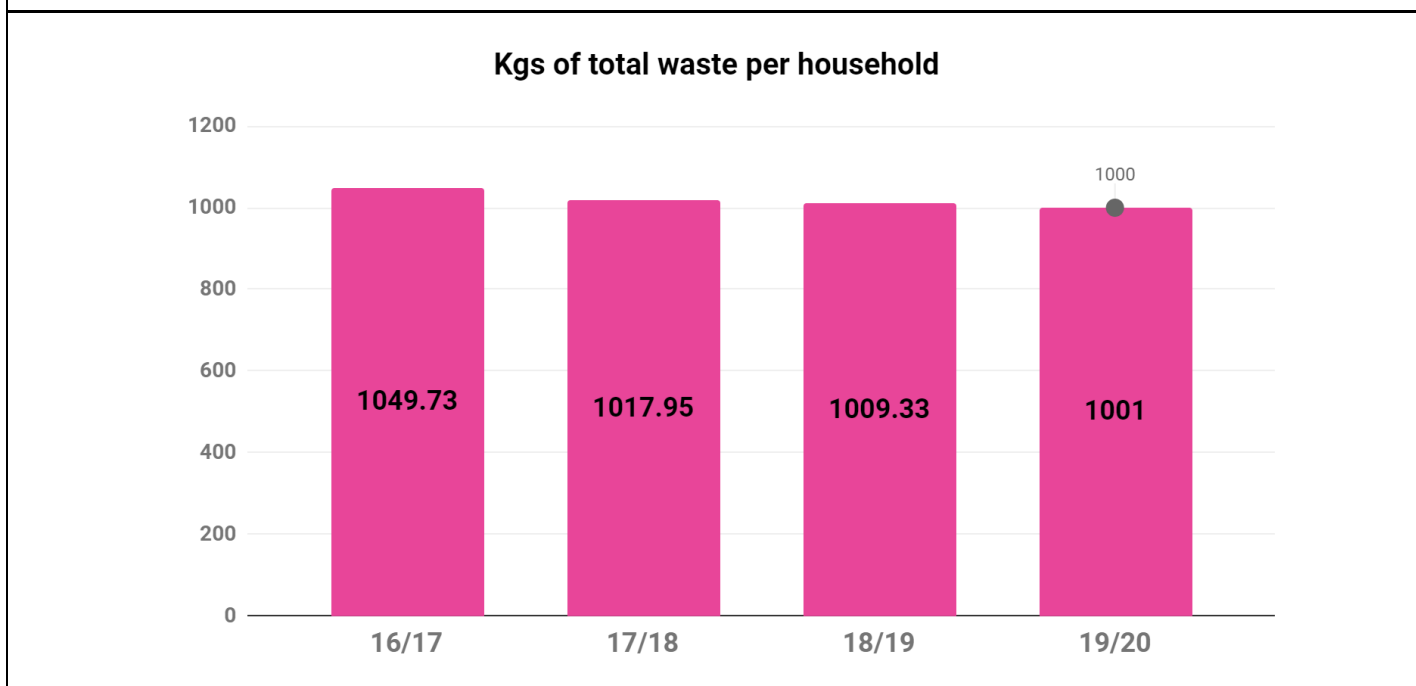
Kgs of residual waste per household



16/17	17/18	18/19	Trend	DoT	Projection
486	495	487	↓	↓	↔

Current performance is 483 kg for 2019/20 due to less residual waste and more housing stock, the target is 500 kg so WCC are on track. Performance is projected to remain static.

The main risk is that the recent charging for green waste in Nuneaton & Bedworth Borough Council will lead to more food and green waste being deposited in residual waste which will lead to an increase in this figure.



16/17	17/18	18/19	Trend	DoT	Projection
1049.73	1017.95	1009.33	↓	↓	↔

Currently 1001kg of total waste per household has been disposed of based on a calculation up to and including July, this is slightly above target. In April/May green waste compared to last year was 3000 tonnes less, however up to and including July there had been an estimated increase of 500 tonnes of green waste compared to the same period last year.

Charging for green waste in Nuneaton & Bedworth Borough Council has led to a decrease in green waste which should deliver an overall reduction in household waste managed by the waste authorities. Early indications show a larger than originally forecast reduction in green waste with no overall increase in residual waste. However, this may not be maintained throughout the year.

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Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Standing items	Questions to Cabinet Portfolio Holders	The Committee may put questions to the Cabinet Portfolio Holders on issues within their remit. The report will set out the forthcoming items listed in the Council's published Forward Plan relevant to the Committee.
	Economic Development Update	To receive an update on economic development in Warwickshire. This has expanded from the previous Coventry and Warwickshire Local Enterprise Partnership (CWLEP) update at the request of the Chair and Spokespersons. To be a briefing note to be sent to the Committee Members rather than an agenda item (allowing members to raise any issue/ ask questions at the Committee should they wish).
27 November 2019	Train stations and rail infrastructure	To receive a report detailing the revised Warwickshire Rail Strategy. The report will include feedback from the consultation and from a Member workshop on Tuesday 10 September, 2-3:30pm
27 November 2019	Report of the Climate Adaptation TFG	To receive the draft report of the climate adaptation TFG.
9 January 2020	On Street Parking Pricing Review and Changes to Virtual Permitting Scheme	Cabinet considered the review at their meeting on 11 April 2019 and Resolved That: 1) Any decisions concerning on street parking pricing and changes to a virtual permitting scheme be deferred pending the outcome of consultation with Chambers of Commerce, BIDs and other stakeholders and, 2) The Communities Overview and Scrutiny Committee be requested to consider and comment on proposals as set out in the report.
12 February 2020	Road Safety	It was requested at the March Committee meeting that officers bring a report on road safety to a future meeting providing detail on road traffic accidents on the county's roads.
12 February 2020	Major Road Network's integration into WCC's Transport Strategy	Following a recommendation from the Committee Cabinet agreed to commission the report: "Commissions a report that considers how the Major Road Network proposals fit into Warwickshire County Council's wider transport strategy, including how Major Road Network Projects will contribute towards meeting the goals of Warwickshire County Council's Local Transport Plan in particular to reduce climate change emissions and encourage modal shift."

12 February 2020	Waste Management Review	To receive a report detailing the findings of the waste management review undertaken by a subject matter expert on behalf of the Council.
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Items for future work programming and review

Item	Description
Planning	
HS2 grants	To monitor the level of income from HS2 to seek reassurance that WCC is being fully reimbursed.
Negotiating and recovering Section 106 funding	On 13 July 2017, Cabinet referred the matter of Section 106 recovery to the Communities OSC. A briefing on Section 106 has since been circulated to the Chair and Spokespersons group.
Capital programme	How managed/ overall picture of schemes (Note Resources & Fire and Rescue are also getting regular update on capital slippage).
Economy	
Local Enterprise Partnerships	How effective are LEPs in delivering a geographically balanced level of investment across Warwickshire? Members suggested that there was scope for improved monitoring of the CWLEP and a request was made for projected completion dates and project targets to be included in future Economic Development Updates.
Strategic Investment	To monitor WCCs investment in priority road safety schemes across Warwickshire targeted at reducing the numbers killed or seriously injured on our roads. This includes monitoring investment in local highways priorities, spending on LED street lights and investment in safer routes to schools.
Sub National Transport Body	Update when appropriate
Community Cohesion	
Impact of OOP 2020	To consider the impact of OOP 2020 on first responder response times, specifically in relation to road traffic collisions.
KSIs and Speed Limits	To review the Council's speed limit and speed camera policies.
Sustainable Transport	
Air Quality Progress on Recommendations	To consider progress on those recommendations agreed by Cabinet that require further action/outcomes (including information from personal monitors and progress on Supplementary Planning Guidance).
The Clean Air Act	To consider the policy and implications of the new Government proposals.

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