



# Warwickshire Rail Strategy 2019 - 2034



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# 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.

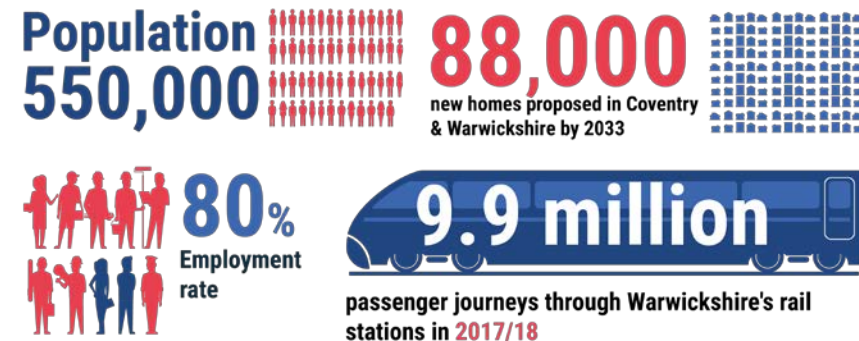
This strategy sets out Warwickshire County Council's ambitious and challenging plans to improve the rail offer in Warwickshire. This Strategy is a non-statutory policy document supporting the Third Local transport Plan but it is intended that it will form part of the Fourth Local Transport Plan when 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 88,000 new households planned to be built across Warwickshire and Coventry during the plan period.

Figure 1.0 The Warwickshire Context

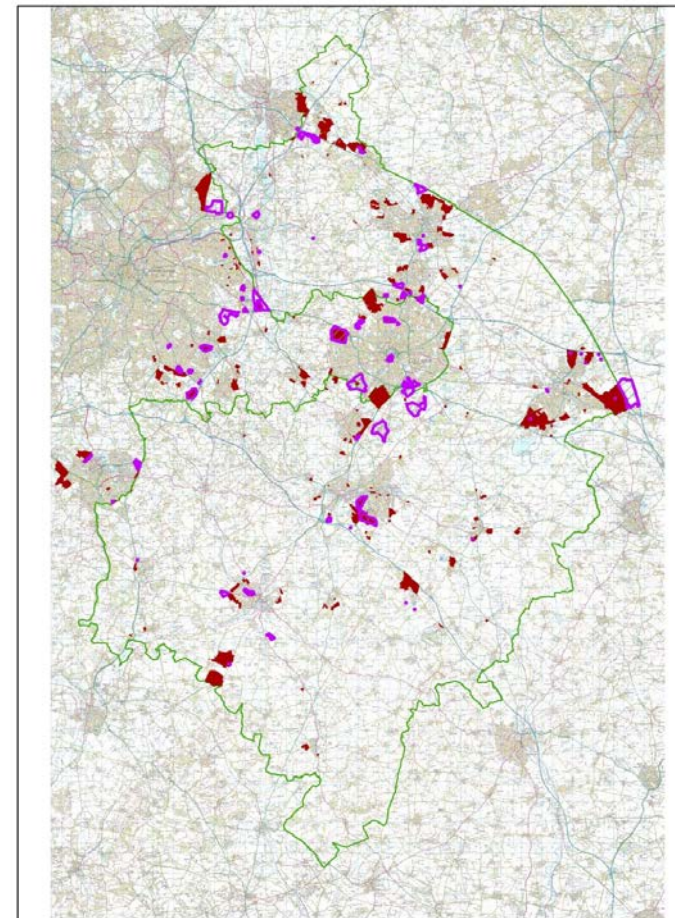


The wider West Midlands Region will also experience significant growth with the Region's economy forecast to grow by 14% by 2032 with an anticipated 900,000 more people and 450,000 new jobs.

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.

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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## 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.

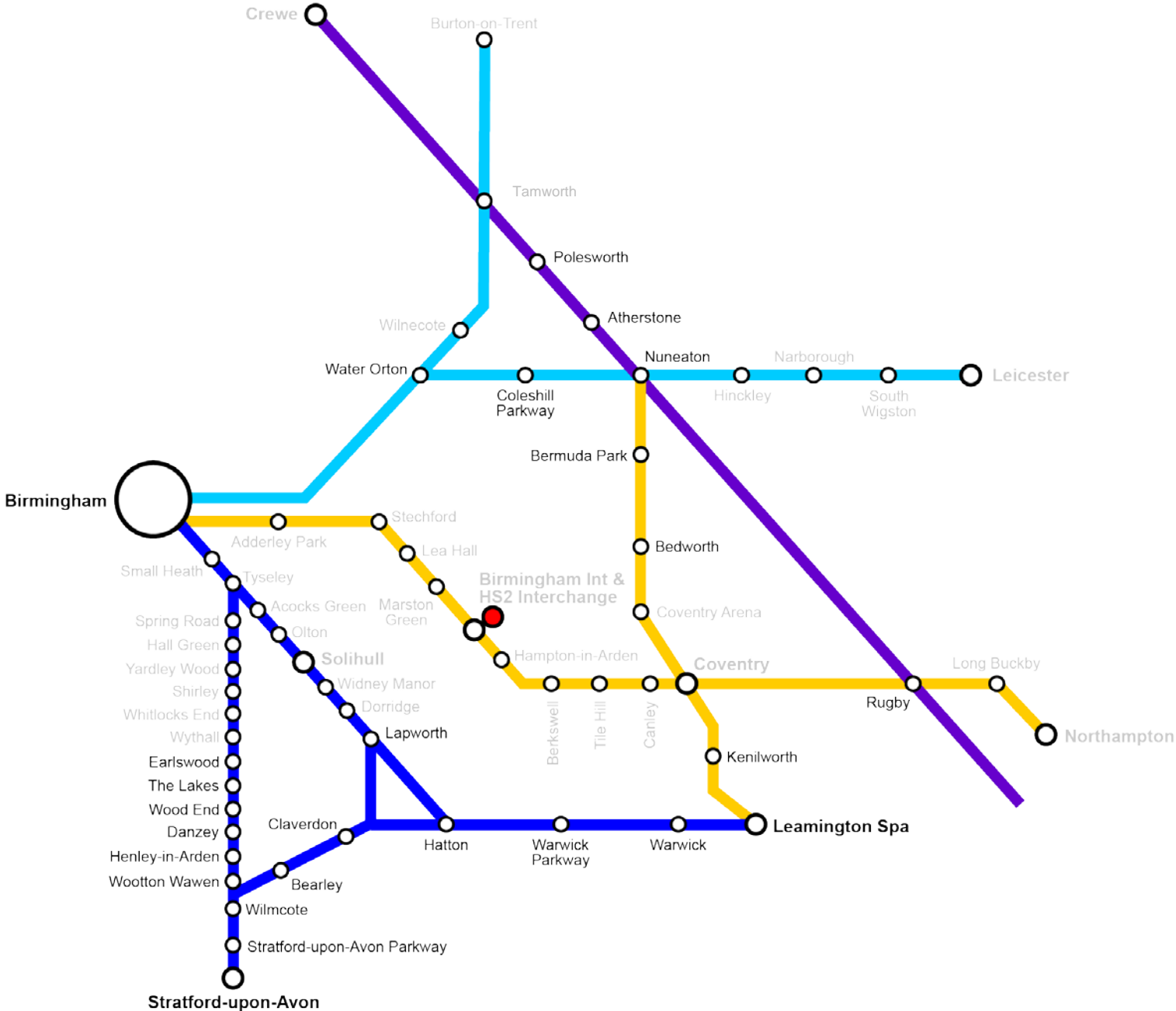
The core Warwickshire rail network and stations (as at 2019) is shown in figure 3 on page 7.



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) <b>Birmingham – London Euston</b> via Coventry, Rugby, Northampton Milton Keynes and Watford Junction b) <b>Crewe – London Euston</b> 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).	Avanti West Coast
London Marylebone – Birmingham via Leamington Spa, Warwick, Warwick Parkway, Hatton and Lapworth.	Chiltern Railways
Limited service between Stratford –upon–Avon and London Marylebone and Stratford – Leamington Spa Shuttle Service (via Claverdon and Bearley).	
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.

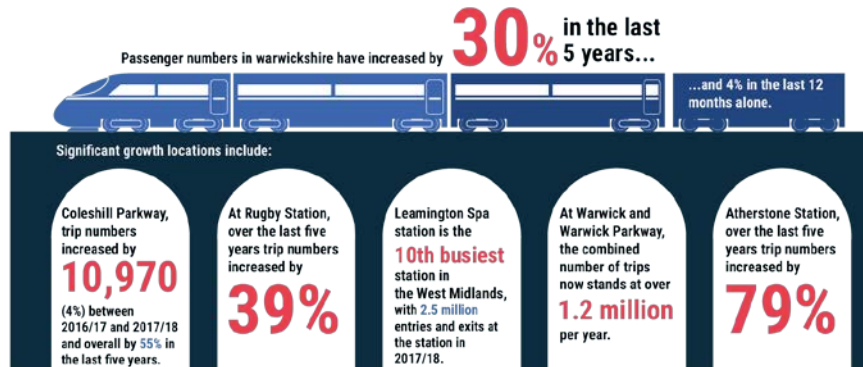
Table 2; Passenger Use by Station

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%	<b>Total County</b>	<b>9,886,722</b>	<b>4%</b>	<b>30%</b>



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 10<sup>th</sup> 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 170,000,000 during the first year of operation.

## 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) post 2/026 and Phase 2b (West Midlands to Yorkshire) post 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 and Birmingham Curzon Street 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, as set out below, that Warwickshire will seek to maximise in order to help secure infrastructure, service and capacity improvements. Whilst there is a wider aspiration to see improvements contained in this strategy delivered as quickly as possible, many are partially or wholly dependent on

the delivery of other regional or national rail schemes (as set out in section 3). Delivering significant service or infrastructure improvements on the rail network is challenging and requires to involvement of a number of key partners.

- **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.

WCC 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 benefits from;*

*- access to the local high- secure storage of off-lease rolling stock with 20km of sidings (the largest in the UK) and approximately 2000m<sup>2</sup> of covered workshops with associated handling equipment and crainage. Additional benefits include;*

- 4 hectares of open hard standing storage space*
- A 3km endurance test loop along with a light rail test track;*
- On-site 24/7 logistics support*
- Training rooms*
- Undercover meeting and exhibition space.*

*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

Table 3 Service Improvement Aspirations

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

Service Improvement Aspirations on Key Corridors	Warwickshire GVA Uplift per annum
<b>Trent Valley Improvements</b> <ul style="list-style-type: none"> <li>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</li> </ul>	£15.6m
<b>North-south corridor improvements</b> <ul style="list-style-type: none"> <li><b>Coventry – Leicester Direct Service;</b> Expanding the existing North –South corridor to provide enhanced connectivity via the introduction of a direct service between Coventry and Leicester.</li> <li><b>Introduction of a new Nottingham-Reading hourly service</b></li> </ul>	£5.0m  £31.2M (£16M to Warwickshire)
<b>Cross Country diversion</b> <ul style="list-style-type: none"> <li>Diversion of the 2<sup>nd</sup> 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</li> </ul>	£5.5m + £0.5M*  * due to improved Snow Hill services
<b>Improved Connectivity to London</b> <ul style="list-style-type: none"> <li>Introduction of a direct hourly service between Stratford-Upon Avon and London</li> </ul>	£16 - £18 M*  * 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, WMRE 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. New stations identified in this strategy are at feasibility stage and scheme progression is dependent on the outcome of this work.

#### **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 and longer term, a second train per hour between Leamington and 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 Stockingford;
- Midlands Rail Hub, with the delivery of up to 10 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. Opportunities to deliver Electric Vehicle (EV) charging provision at rail stations will be explored with the Train Operator.

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. This will include working with bus operators to explore opportunities to improve interchange between bus and rail.

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. In some instances, car parking availability may not keep pace with demand, especially when service improvements are delivered. It is therefore vital to ensure that a range of transport options to improve connectivity to stations are considered.

Where new Parkway stations are proposed, they will, where feasible, be positioned on the edge of settlements to encourage access by modes other than the car. Whilst parkway stations will be accessed predominately by car, they provide an important opportunity for people to transfer from road to rail, thereby reducing their impact on the environment and reducing congestion on key highway routes.

Car parks at stations in Warwickshire are predominately operated and maintained by the Station Facility Owner (SFO). The County Council will continue to work with the operators to explore how additional EV infrastructure can be provided at rail stations across the County.



### **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 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.

It is anticipated that the strengthened Community Rail offer in Warwickshire will have wider benefits in terms of accessibility improvements delivered across stations in Warwickshire and help consolidate wider partnership working with the Train Operating Companies and community groups. It is likely that schemes delivered through the Community Rail Partnership will yield a variety of outcomes to improve access, enhance the station offer and improve the passenger experience.

### **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) post 2026 will have a significant impact on rail services in Warwickshire, not least due to the release of capacity on the West Coast main line. 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 Warwickshire residents, the new HS2 interchange adjacent to Birmingham International station and Curzon Street in central Birmingham 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 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 and the County Council will explore how connectivity to HS2 (and the wider UK Central development) can be strengthened. Direct connectivity via passenger rail services may not always be possible and therefore interchange with other modes will be required. 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:

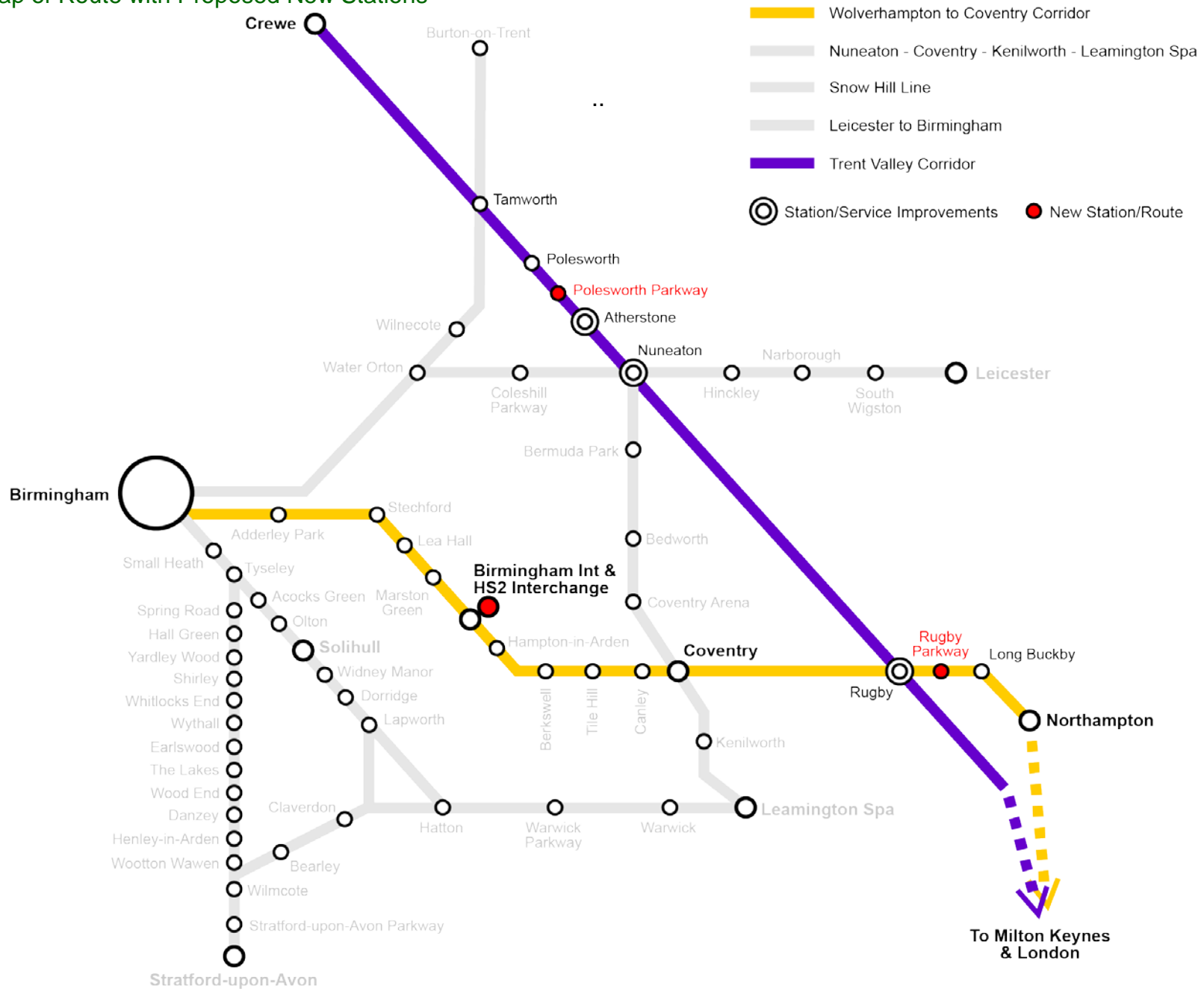
- **2019 – 2028: Short term** strategy up to the delivery of HS2 Phase 1;
- **2029 – 2034: Medium term** strategy up to the delivery of HS2 Phase 2b;
- **2035 and beyond: Long term** strategy.

## 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





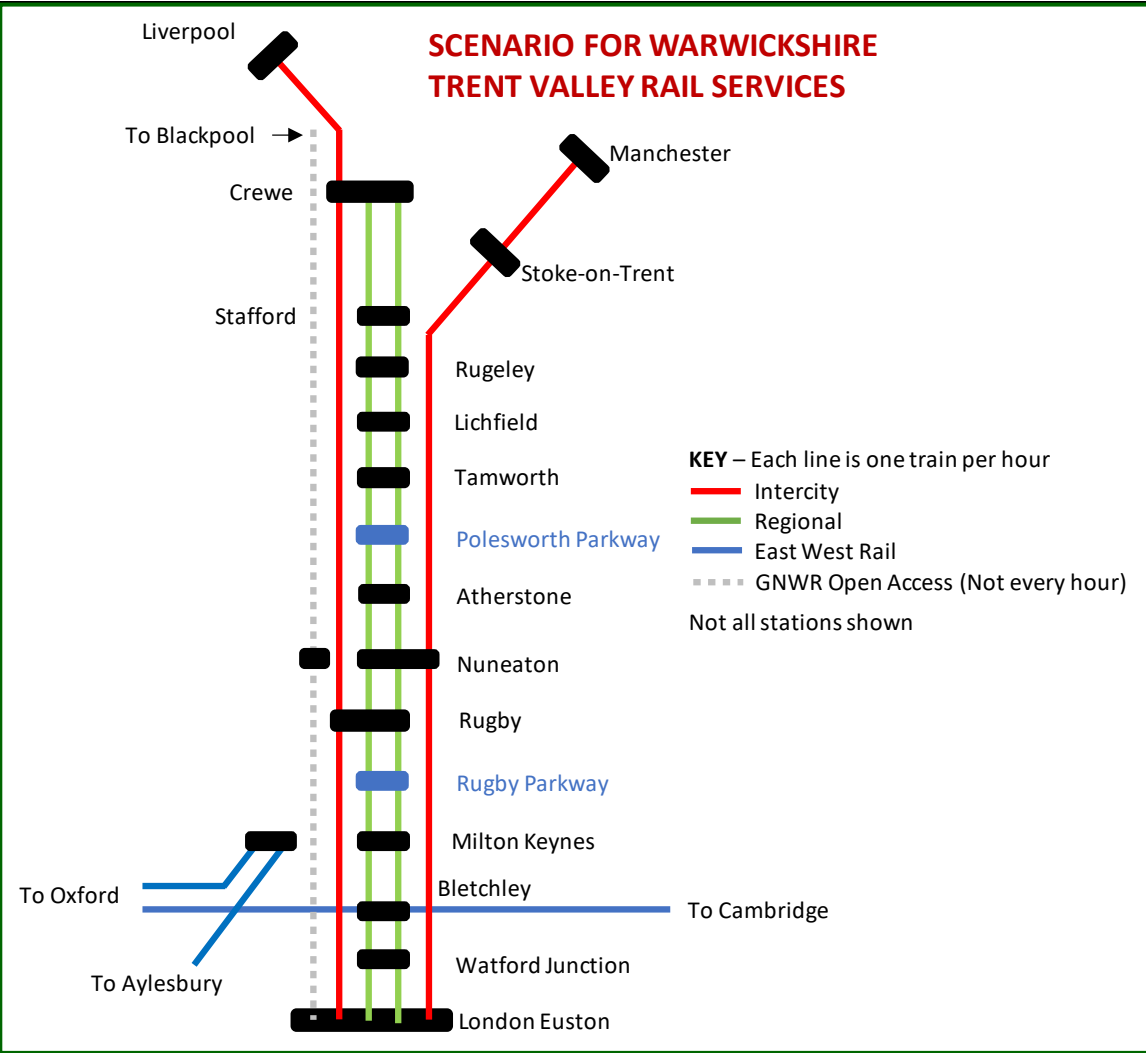
**Table 5: Proposed Station and Service Enhancements**

	<b>Proposal</b>	<b>Key Delivery Partners</b>	<b>Supporting Information &amp; Infrastructure Required for Delivery</b>	<b>Delivery Timescale</b>
<b>New Station Proposals</b>				
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 delivery to provide platforms on the West Coast Mainline. Infrastructure may be required to support this second phase of delivery.	2019-2028
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.  The progression of Polesworth Parkway is dependent on early feasibility work .	2029-2034
<b>Station Enhancement</b>				
Atherstone Station	Improvement to car park capacity at the station.  Seek opportunities to improve accessibility to both platforms.	TOC NWBC 3 <sup>rd</sup> 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.	2019-2028

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. WCC will work with Avanti West Coast to deliver access and parking improvements.	2019-2028
Improvements to Nuneaton Station.	Improvements at Nuneaton are planned and will be delivered in two phases. 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.	TOC	LNW have committed in the franchise award to increase car parking capacity at Nuneaton station by approximately 70 spaces.  Significant highway infrastructure improvements are required alongside accessibility improvements within the station footprint are required to deliver improvements for Nuneaton Station.	Phase 1; 2019-2028  Phase 2: 2029-2034
<b>Proposed Service Improvements</b>				
The County Council will work with Avanti West Coast and open access train operators as appropriate to increase the number of longer distance trains calling at Rugby and Nuneaton stations.  Post the opening of HS2 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.  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.				2019-2028  2029-2034

- 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.
- 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 3<sup>rd</sup> 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.

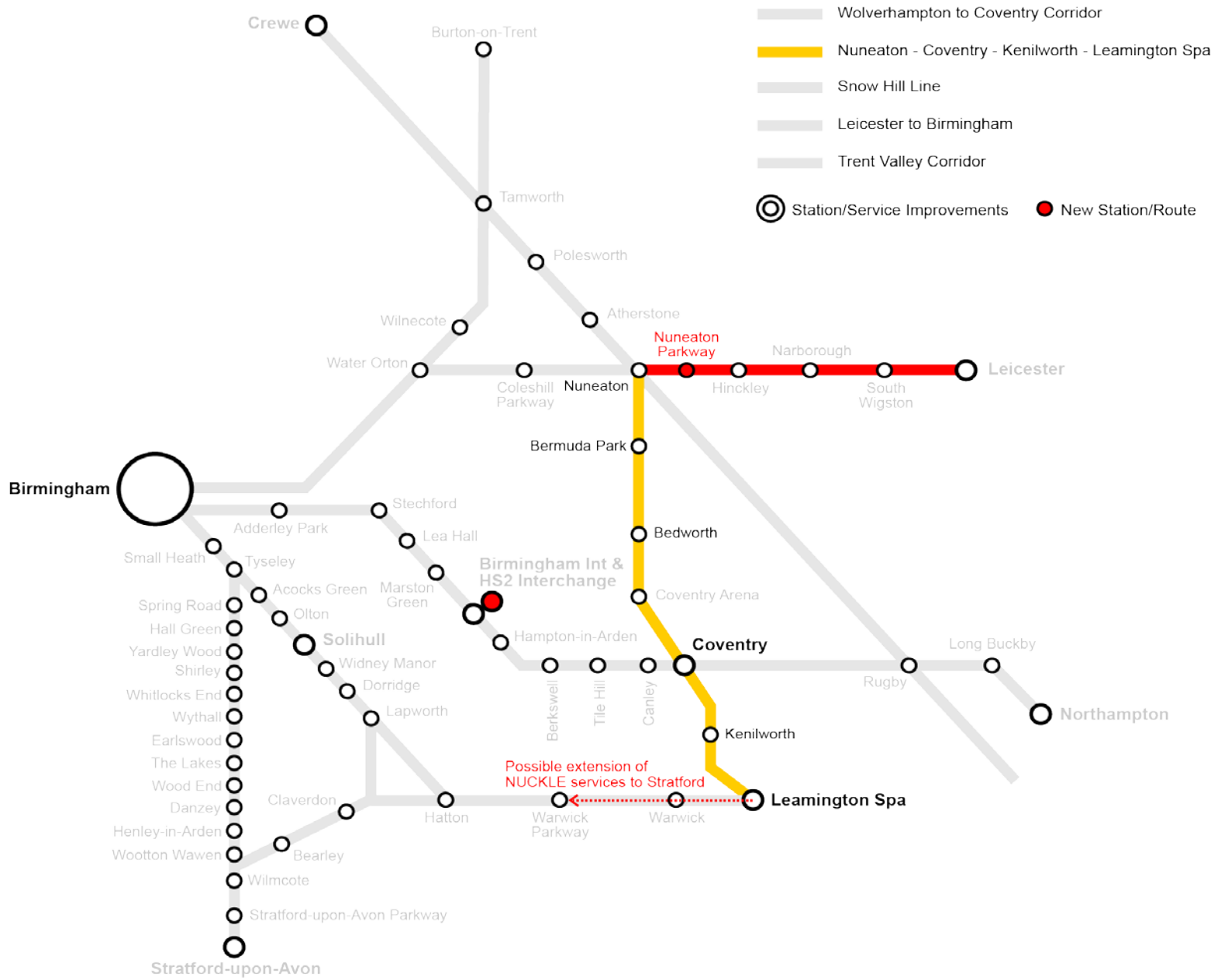


## **B. North-South Rail Services; Nuneaton – Coventry – Kenilworth - Leamington (NUCKLE) and Coventry – Leicester/Nottingham Corridors**

### **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
<b>New Station Proposals</b>				
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 will 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.	2029-2034
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. Nuneaton Parkway is subject to high level feasibility work in order for the scheme to progress.	2029-2034
<b>Station Enhancement</b>				
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 <sup>rd</sup> Parties	Highway infrastructure improvements are required.	2019-2028
<b>Service Improvements</b>				
Through service between Leamington and Nuneaton, 1 train per hour. Rolling	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 has been delivered by WMT in May 2019 along with new improved rolling stock.	<b>Delivered 2019</b>

stock upgrade along the route.				
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.	2028 - 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 to provide the additional service as soon as practicable post NUCKLE 1.2 completion.	2019-2028
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	A Sunday service for Kenilworth was delivered in May 2019.	<b>Delivered 2019</b>

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 are working with Midlands Connect to explore how 2 trains per hour between Leamington – Kenilworth and Coventry can be delivered as part of the capacity upgrade.

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

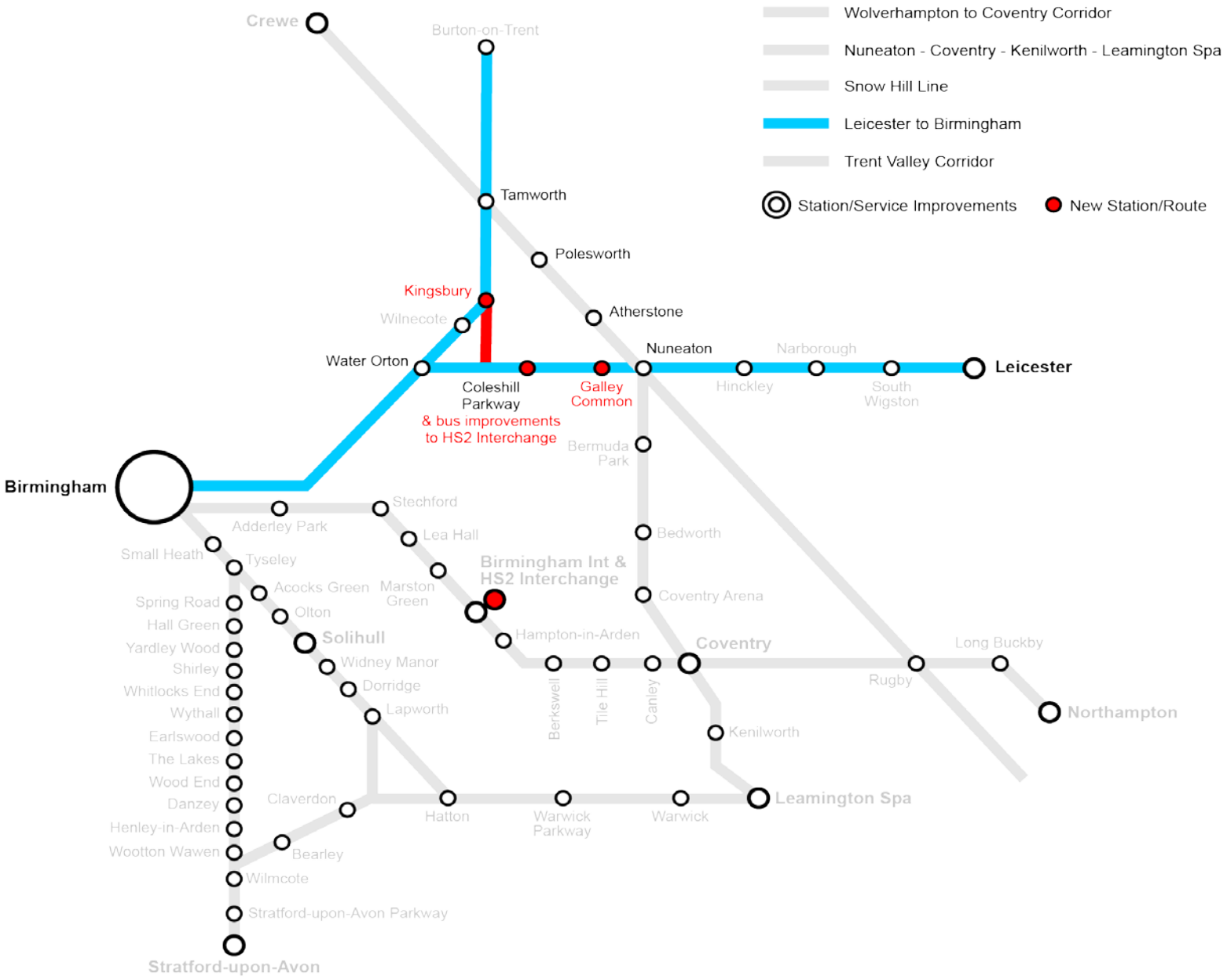


# C Leicester – Birmingham and Birmingham – Tamworth/Derby Corridors

## 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
<b>New Station Proposals</b>				
Stockingford /Galley Common Station	The County Council will continue to work to deliver a new station west of Nuneaton, providing a local service for the communities of Stockingford/Galley Common.		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).	2029-2034
Kingsbury Station	The County Council will continue to carry out work as appropriate to secure a new station at Kingsbury. Appropriate land has been safeguarded in the North Warwickshire Local Plan.		Limited infrastructure work required	2035+
Nuneaton Parkway	See table 6 for detail			
<b>Station Enhancement</b>				
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.	2019-2028

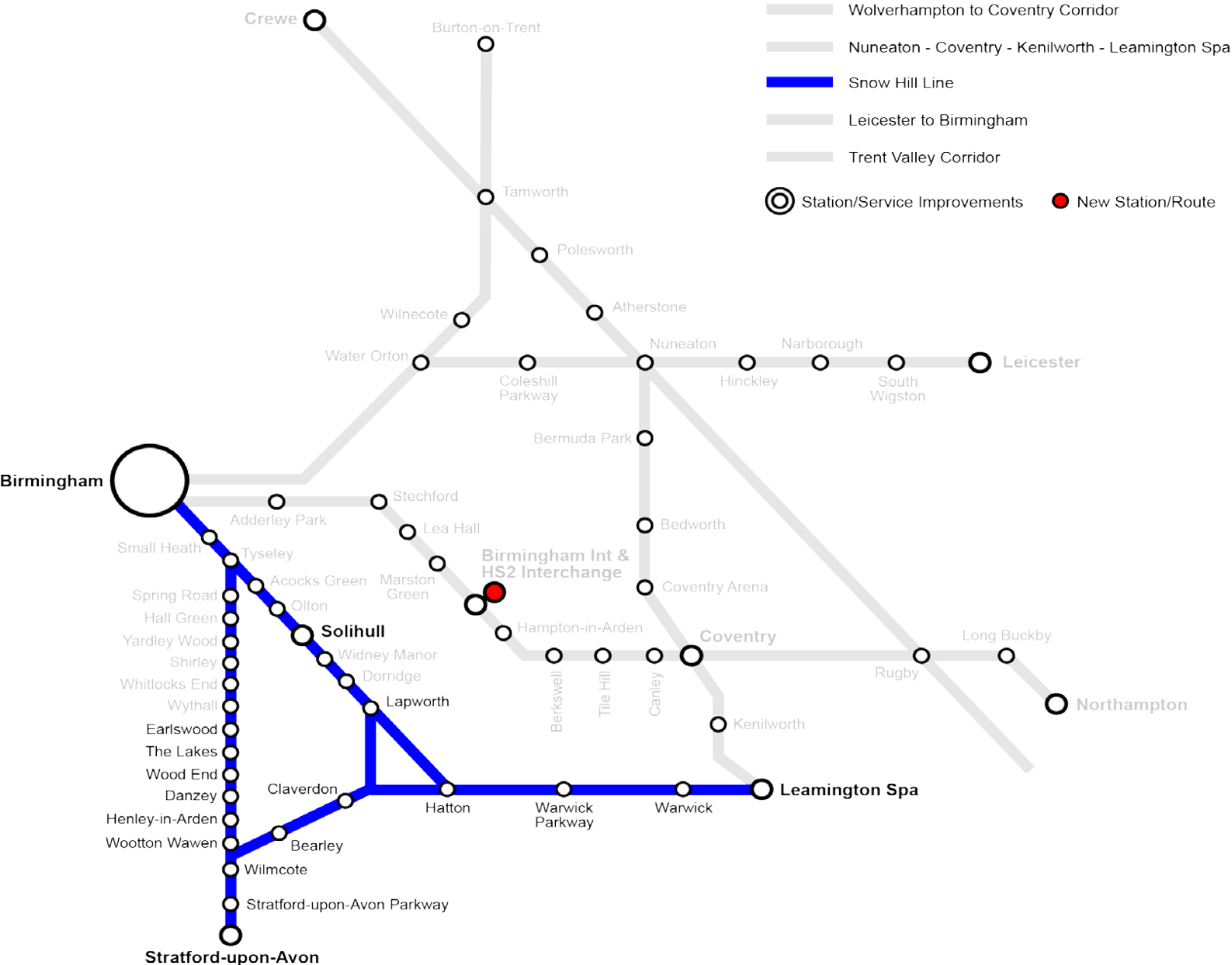
<b>Service Improvements</b>				
<p>Overcrowding on this corridor is a key concern especially where Cross Country services provide the only service for passengers making local journeys for commuting purposes. This is especially relevant for passengers travelling on the Tamworth and Nuneaton corridors. 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.</p> <p>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 Stockingford/Galley Common.</p>				

## **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
<b>New Station Proposals</b>				
<b>Station Enhancement</b>				
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.	2019-2028
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.	2019-2028
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 - 2028
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	Identified funding is required to progress this scheme.	2019-2028
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	TOCs NR		2028-2034



	<p>expansion of car parking facilities and the development of the currently derelict station building.</p> <p>In addition to these station facility improvements WCC will work with partners to deliver service improvements for Henley Station.</p>			
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.	
<b>Service Improvements</b>				
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.	2019-2028
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.	2028- 2034

<p>Service frequency increase for Stratford-upon Avon, Stratford Parkway and Henley Station to Birmingham.</p>	<p>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. It is anticipated that a Taskforce Group will be established to explore the potential service and facility improvements that could be delivered along the Stratford – Birmingham line in the short/medium term.</p>			<p>2019 – 28 / 2029-34</p>
<p>Extension of Nuneaton – Coventry - Leamington service to Stratford</p>	<p>WCC will work with Partners to explore how the existing Nuneaton – Leamington service could be extended to Stratford -Upon – Avon.</p>	<p>NR DfT WMRE TOCs</p>	<p>There is a local desire for the Nuneaton – Leamington service to be extended to Stratford, thus providing improved connectivity opportunities. It is likely that infrastructure improvements will be required to deliver this connectivity improvement.</p>	<p>2035+</p>
<p>Additional capacity and service frequency increase on the North Cotswold Line</p>	<p>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. There is also potential to further explore how a Stratford – Worcester – Birmingham service could be delivered in the long term.</p>	<p>DfT TOCs</p>	<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. In the short-term Warwickshire County Council will work with the TOC to secure a regular hourly service throughout the day.</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>	<p>2028-2034</p>

## 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 Stockingford/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 through Leamington-Nuneaton hourly service was introduced in May 2019 and a second train per hour will be introduced on the Coventry to Nuneaton section of the corridor once the new Coventry bay platform is completed.

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, , 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 Executive 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.