

24. Passenger Rail Strategy

24.1 Introduction and Overview

The purpose of this strategy is to set out what is needed in Warwickshire to ensure excellent passenger rail services which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

The Passenger Rail Strategy has been prepared in consultation with a wide range of stakeholders including user groups, other local authorities, operators, other interest groups and potential partners.

The key role of the County Council, working in partnership with the rail industry and other stakeholders, is as initiator and promoter of local rail network improvements.

This Strategy deals specifically with the contribution passenger rail services make in providing an effective transport network. Rail based Light Rapid Transit is also considered within the Passenger Rail Strategy and although it may have a limited application within the county, it may be an appropriate transport solution on one, or perhaps two corridors.

The transport network also provides for the movement of goods, the availability of which contributes to a good quality of life for the people of Warwickshire and sustains an improving economy. This document provides a strategy basis for the improvement and development of passenger rail and the role of freight rail is set out in the Sustainable Freight Distribution Strategy. There are interactions between these demands as passenger rail services and freight rail services share the same railway infrastructure.

The vision of Warwickshire County Council's Passenger Rail Strategy is:

'An affordable, accessible, safe, convenient, environmentally friendly and integrated network of rail services, capable of attracting an increasing market share for rail thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2011'.

The aim of the Passenger Rail Strategy is to grow the market for public transport in general and rail services in particular by making the product attractive both to existing and potential users. It will achieve significant improvement in the provision of rail services and facilities to the people of Warwickshire by following a customer focused approach designed to identify and overcome barriers to the use of public transport.

The Passenger Rail Strategy seeks to provide a range of measures and proposals, which will result in the growth of the market for rail services. The Passenger Rail Strategy will contribute to achieving the objectives in the LTP by promoting a passenger rail network, which:

- Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encourages integration with other modes of transport.

24.2 The Policy Context

The overall national, regional and local policy context of public transport in Warwickshire is set out in the Public Transport Strategy.

In addition, there are a number of specifically rail-related structural, statutory and policy contexts which are referred to below.

24.2.1 Statutory Requirement

Warwickshire County Council is required under the 1985 Transport Act to “...secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose”, and “...to formulate from time to time general policies as to the descriptions of services they propose to secure..” (Source: Transport Act 1985, Paragraph 63 (1) (a) and (b)).

24.2.2 The Rail Industry Structure

The key features of the structure of the rail industry set out in the Railways Act are:

- The Government sets the strategy and the level of public expenditure for the railways. It specifies passenger rail franchises and produces Regional Planning Assessments;
- Network Rail leads industry planning, sets timetables and directs service recovery and has responsibility for operating the network and for its performance. Network Rail is responsible for producing Route Utilisation Strategies;
- Train Operating Companies provide passenger services under franchise agreements with the Department for Transport with the exception of some passenger services which are operated on a commercial basis;
- Freight Operating Companies operate rail freight services on a commercial basis;
- The Office of the Rail Regulator’s role is to protect the rights of investors, customers and to ensure the Government receives value for money for its investment. It is responsible for ensuring safety, performance and cost;
- Community Rail Partnerships exist as a means of enabling more local decision making.

24.2.3 Route Utilisation Strategies (RUS)

Network Rail has completed the Network RUS and the Freight RUS.

Network Rail is due to complete the West Midlands & Chilterns RUS during 2010 and it will set out the strategies for the use of the current railway infrastructure and Network Rail’s proposals for increasing capacity. This RUS covers most of the rail routes in Warwickshire and the West Midlands Region.

The West Coast RUS covers several rail routes in the north and east of the county. It is due to be completed during 2010.

The Great Western RUS, which was published in March 2010, includes the 'Cotswold Line' which, although not located within Warwickshire, provides rail travel opportunities for residents in the south and west of the county.

The East Midlands RUS, which is also due to be published in 2010, includes the route from Birmingham to Leicester via Nuneaton.

24.2.4 West Midland Region Rail Development Plan

A Draft Rail Development Plan has been published by the Regional Rail Forum which includes representatives from local authorities, Centro, Network Rail, train companies, central government, Advantage West Midlands and other stakeholder and business organisations from across the whole of the West Midlands Region. It is envisaged that the final version of the Plan will be published during 2010.

The Rail Development Plan is designed to build on the Centro Rail Network Development Strategy for the West Midlands conurbation which was issued in 2007 and to support the region's Transport Priorities Action Plan, launched in 2008 which identified the importance of rail capacity increase to the region in achieving wider economic, environmental and social objectives.

The Plan has been prepared in parallel with the plans of Network Rail, train companies, Centro and Local Transportation Authorities in the West Midlands to achieve a coherent and consistent plan for rail development across the whole of the region. It will assist in justifying and securing central government and other funding for rail improvements in the Region both directly and indirectly through Regional Funding Allocations and the funding provided to Network Rail and train companies.

The Plan reflects the policies and proposals set out in the Warwickshire Passenger Rail Strategy and in the other strategies for public transport..

24.3 Overview of the Current Situation

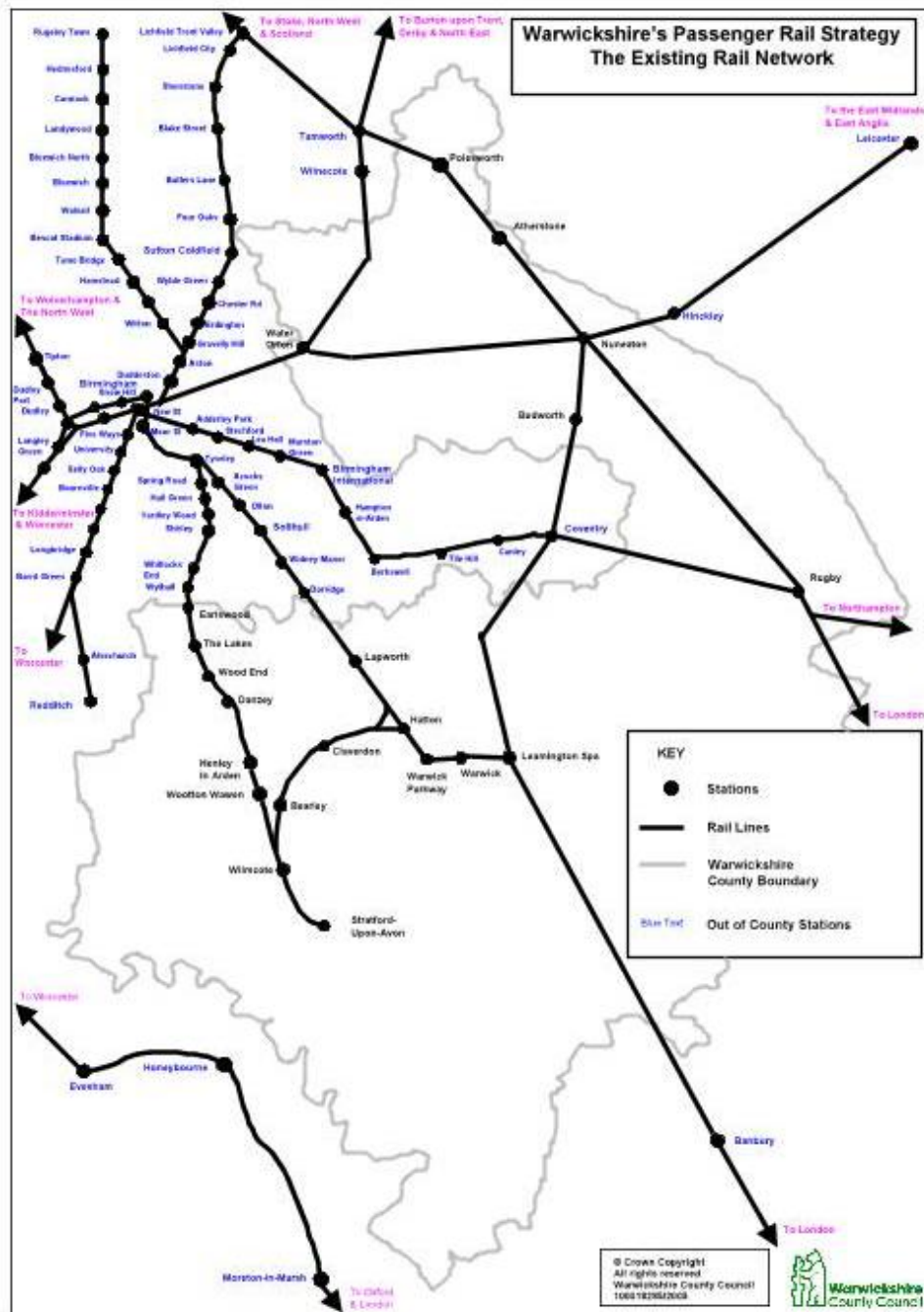
The overall review of the current situation relating to the provision of public transport in Warwickshire is set out in the Public Transport Strategy.

In addition, there are a number of specifically rail-related characteristics which are referred to below.

24.3.1 Existing Passenger Rail Network

The passenger rail network in Warwickshire is focused on the London to Birmingham axis with both major routes between the two cities serving stations in the County. Further direct regular rail travel opportunities exist to the North West, the East Midlands, East Anglia, and on branch lines within the County. The rail routes serving the County are shown on

Figure PTR1 - Warwickshire's Passenger Rail Strategy: The Existing Rail Network *(to be revised to show Coleshill Parkway)*



There are twenty two railways stations in Warwickshire varying in size from those which are key hubs on the national network through to small stations meeting very local needs.

24.3.2 Passenger Train Operators

Six passenger rail franchises currently serve Warwickshire catering for a range of local, regional and national travel demands.

The London Midland Franchise includes many local services in Warwickshire, namely, Birmingham - Stratford-upon-Avon, Coventry – Nuneaton and peak services on the Birmingham – Leamington Spa route. This franchise includes responsibility for the majority of the stations in Warwickshire.

London Midland also operates inter-regional services between Birmingham - Coventry - Rugby - Northampton - Milton Keynes - Watford Junction - London Euston and between Crewe – Stoke-on-Trent - Stafford – Tamworth – Nuneaton - Rugby - Northampton - Milton Keynes - Watford Junction - London Euston.

The Chiltern Railways Franchise provides services from London Marylebone to Birmingham calling at Leamington Spa, Warwick, Warwick Parkway and Hatton and Lapworth. Responsibility for the management of these stations is included in the franchise. A London Marylebone to Stratford-upon-Avon service is also operated which calls additionally at Claverdon, Bearley and Wilmcote.

The CrossCountry Franchise provides a national network centred on Birmingham. Trains calling at Leamington Spa provide direct journeys to the South Coast, North-West England, North-East England and Scotland with connections at Birmingham to the South-West. These services also cater for important local movements between Oxford - Banbury - Leamington Spa - Coventry - Birmingham. This franchise also includes services between Birmingham – Nuneaton and Birmingham – Tamworth which continue to the East Midlands and/or Stansted Airport.

The Great Western Franchise provides services on the ‘Cotswold Line’ between Worcester and London Paddington. These are used by people in the far south of Warwickshire. Important stations on the line from Warwickshire’s perspective are Evesham, Moreton-in-Marsh and, to a lesser extent, Honeybourne.

The West Coast Main Line Franchise passes through Rugby and Nuneaton, the only electrified line in Warwickshire, providing high speed services from London Euston to Birmingham, the North-West and Scotland. Responsibility for the management of Rugby and Coventry stations is included in the franchise. A major infrastructure enhancement of the West Coast Main Line has now been completed which has increased capacity and enabled maximum speeds to be raised to 125mph.

The Wrexham, Shropshire & Marylebone Railway Company is an ‘open access’ operator providing services on a commercial basis between London – Banbury – Leamington Spa – Tame Bridge Parkway – Shrewsbury – Wrexham.

24.3.3 Current Demand for Passenger Rail Services

Commuting and business travel to the West Midlands Conurbation and Coventry form a substantial element of rail travel in the County. Peak trains into the West Midlands carry large numbers of passengers from a wide range of socio-economic groups.

There is also significant use of rail for commuting and business travel to London and the South East. Rail journeys for retail, leisure and social activities is also growing.

A number of ‘out-of-county’ rail stations are used by a significant number of Warwickshire residents to access the rail network including Tamworth, Sutton Coldfield, Birmingham International, Redditch, Evesham and Moreton-in-Marsh.

In some areas of Warwickshire, trains provide an essential socially necessary service as rail is the only form of regular public transport to some communities.

The overall trend in the numbers of rail passengers in Warwickshire is one of sustained growth with rail travel becoming increasingly important.

- 45% increase in rail journeys to, from or within Warwickshire between 2002 and 2009;
- 36% increase in rail journeys from Warwickshire to West Midlands between 2002 and 2009;

- 20% plus of peak journeys to Birmingham are by rail; and
- 30% further increase in journeys from stations across the West Midlands region projected from now to 2019.

The success of Warwick Parkway Station and Coleshill Parkway Station in attracting substantial numbers of passengers who are new to rail travel have shown the effectiveness of providing new stations which have been planned to take account of new and changing travel demands.

24.3.4 The Need for Improved Passenger Rail Services

The current level of demand for rail travel is determined by the rail services on offer and the level of accessibility to those services. The County Council is convinced that the continuing growth in demand for rail services is evidence that a greater need exists than is being provided for by existing rail services.

Improved rail services will be essential if the objectives of the Passenger Rail Strategy are to be achieved.

In considering the need for a better passenger rail network, it is important to identify the potential problems which will need to be addressed and the opportunities which will create increased demand for rail travel:

24.3.5 Problems

- The level and pattern of rail services in the County is not closely matched with rising demand for travel by rail;
- Rail services are often expected to meet conflicting travel demands which can lead to attitudes that services are unsatisfactory by some passengers;
- The existence of known and long standing bottlenecks on the network and the constraints these create on improving performance and developing new rail services and facilities;
- The need to build sufficient recovery time into trains plans and timetables to enable improved punctuality and reliability;
- The regular instances of overcrowding on trains, which deters would-be passengers from using rail for their journeys;
- On heavily used lines there can be competition for infrastructure capacity between local services and longer distance services. However, it should be remembered that in many cases a local service provides the point of entry to the rail system for a longer distance journey;
- At many stations there is little integration with other modes of transport;
- Responsibilities for the provision of rail services and for the rail network are split between a large number of organisations making improvements difficult to achieve;
- The mis-alignment of incentives between the numerous stakeholders in the railway means that the rail travel product on offer to customers is not the best possible;
- Insufficient commercial incentives for bus operators to provide bus services to rail stations;
- Administrative/technical problems and insufficient commercial incentives for train and bus operators to provide effective multi-mode through ticketing;
- Different local authority concessionary fares arrangements curtail the opportunities to travel within and beyond the county; and
- The availability of financial resources to the County Council is limited. In particular there are limited resources available to provide revenue support for bus services to stations and to support concessionary rail fares.
- Lack of awareness of benefits of using public transport or motivation to use rail services where they exist as a real alternative to car journeys amongst some members of the public;
- Lack of knowledge of rail services amongst some members of the public.

24.3.6 Opportunities

- Congestion is projected to increase and this will encourage travellers currently using cars to investigate alternative transport modes if these meet their needs more effectively;
- The use of 'smartcards' and other modern technology can remove barriers to using public transport;
- The potential of rail and light rail to achieve modal shift and thereby reduce congestion, is widely appreciated;
- Due to social attitudes, rail and light rail are the only form of public transport acceptable to many car users;
- Rail patronage is growing and will justify increased investment in rail;
- Third Parties have now established a funding and delivery track record in effective provision of improvements to rail services and stations;
- Franchise Replacement offers opportunities to promote improved services and increased investment;
- There is potential to introduce new and improved service and station facilities along key corridors and to provide facilities at stations to promote integration with other modes;
- New residential developments will generate increased demand for rail services, in particular the substantial housing allocations in Stratford, Warwick & Leamington, Coventry, Nuneaton & Bedworth and Rugby under the Regional Spatial Strategy;
- New employment initiatives, such as the Hams Hall Business Park, the Solihull-Warwick Technology Corridor and the Coventry – Nuneaton Regeneration Zone will generate additional demand and will need to be served effectively;
- The large number of tourists visiting destinations in the county e.g. Stratford on Avon and Warwick;
- Increasingly flexible working hours will necessitate improvements to the rail network in terms of coverage and hours of operation;
- Development of '24 Hour / 7 Day ' lifestyle will generate demand for earlier and later rail services – not only for people enjoying the extended facilities but also for those employed in providing them - serving cities such as Coventry and Birmingham and also larger towns such as Leamington Spa and Nuneaton; and
- The very close proximity of Warwickshire to Birmingham International Airport, the National Exhibition Centre and several expanding universities will continue to drive the demand for rail travel and the need to ensure easy access to these destinations;
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24.4 The Strategy

Policy PTPR1: Partnership

The County Council will work with the Department for Transport, Bus Operators, Centro, local authorities, users and other stakeholders to progress the delivery the policies set out in the Public Transport Strategy, the Bus Strategy and the other subsidiary public transport strategies.

The County Council will work with the Department for Transport, the Office of the Rail Regulation, Network Rail, Train Operating Companies, Centro, other local authorities, users and stakeholders to progress the delivery of the policies set out in the Public Transport Strategy, the Passenger Rail Strategy and the other subsidiary public transport strategies.

Policy PTPR2: Quality of Service

To meet the overall aim of the Passenger Rail Strategy, the County Council will encourage the provision of rail services which are:

- a. Affordable
- b. Accessible
- c. Available
- d. Acceptable
- e. Simple to Use

a. Affordable

- The fare should be less than the full cost of the equivalent journey by car, as estimated by leading motor organisations. The exception would be that the fare is justified as a premium fare due to providing a significantly faster journey time or enhanced facilities.

b. Accessible

- The design of rail stations and trains must enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance;
- Interchange infrastructure should provide for 'seamless' changes between transport modes. This should be assisted by good signage, information and appropriately designed infrastructure;
- Public transport services should be co-ordinated to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Bus Strategy and the Community Transport Strategy with the object of increasing the range of travel opportunities and options for travellers; and
- Pedestrian and cycling routes to rail stations should accord with the standards set out in the Walking Strategy and the Cycling Strategy.
- The access to rail stations and interchanges, particularly by people who have difficulties because of health, physical or sensory difficulties problems should be addressed.

c. Available

- The rail network should provide at least the minimum service patterns shown in Figure PTPR2 Warwickshire's Passenger Rail Strategy: Minimum Service Patterns and Table PTPR1 setting out Warwickshire's Rail Strategy: Minimum Service Levels (within the Action Plan).

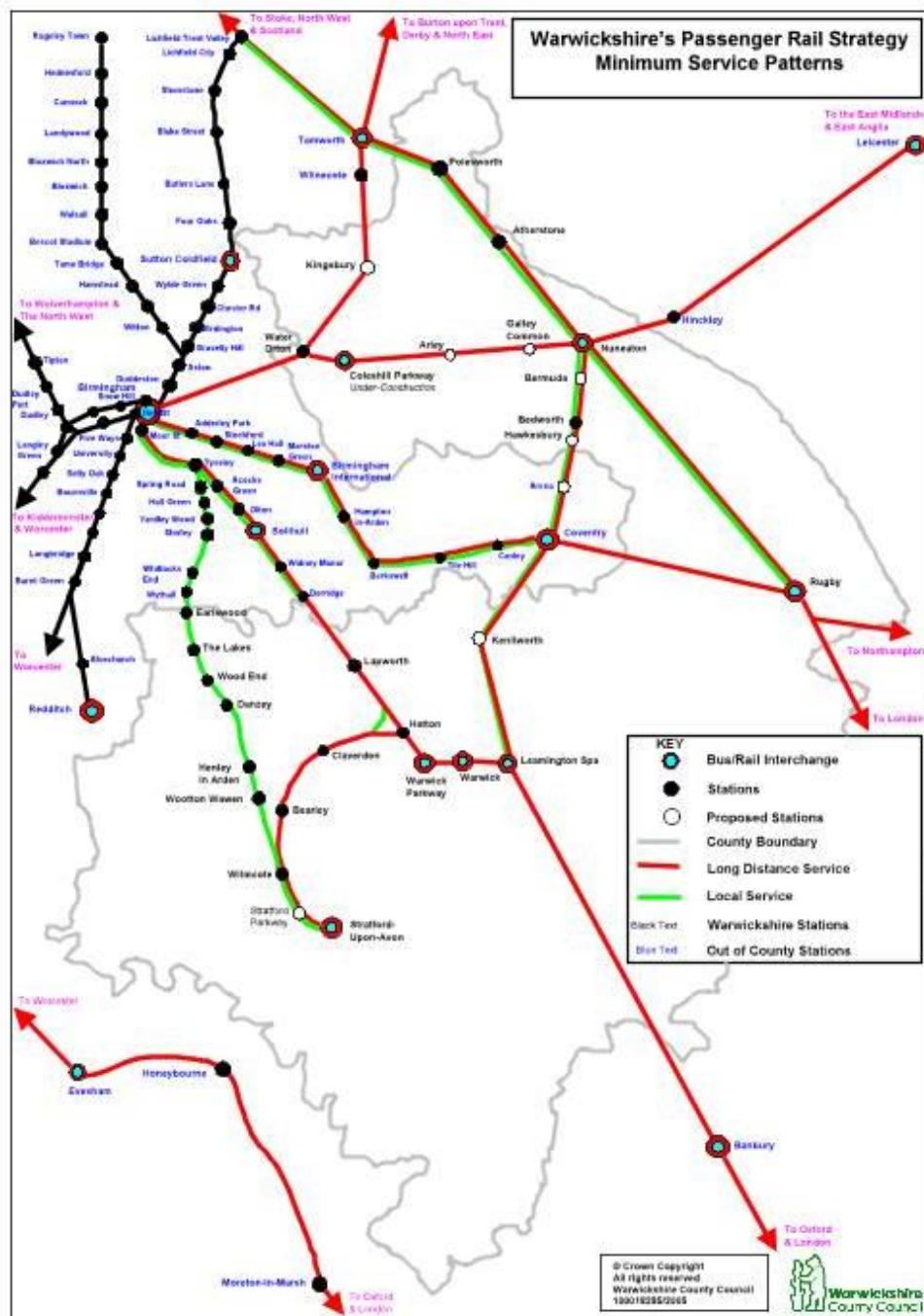


Figure PTPR2 Minimum Service Patterns (to be revised to show (i) new local service between Birmingham – Tamworth (ii) new local service between Birmingham – Nuneaton (iii) Coleshill Parkway as completed)

d. Acceptable

- Rail services should be of sufficient quality, particularly in terms of reliability and punctuality, that a potential passenger would be confident in relying on them;
- Trains and station facilities should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year and both a perception and reality of personal safety and security; and
- Rail staff should be helpful and courteous and have received customer service training.

e. Simple to Use

- Timetables, routes and fares should be readily available, easy to understand and be simple to use. Clockface/regular services and timetables should be provided whenever possible;
- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of rail services;
- Full and timely information should be provided or be easily available to customers in case of disruption to services; and
- Integrated ticketing between modes including rail, bus and community transport services should be available, where it is necessary to use different modes to complete a journey.

Policy PTPR3: Existing Levels of Service and Stations

The County Council will seek the retention of existing levels of service and of existing stations.

Policy PTPR4: Rail Network Capacity and Infrastructure Improvements

The County Council will encourage the provision of improvements to the capacity of the infrastructure of the rail network to increase capacity to enable improved performance and to provide additional services and stations.

Policy PTPR5: New Rail Services and Stations

The County Council will develop proposals for new rail services and stations (including strategic park & ride / parkway stations) to increase the accessibility of the rail network to existing and potential passengers.

Policy PTPR6: Step-Change Initiatives

The County Council will develop proposals for a 'step change' in the quality of public transport on key corridors. Heavy Rail and Light Rail will be considered together with other public transport options.

Policy PTPR7: New Developments

The County Council will encourage measures to enable good accessibility to rail services to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy.

24.5 Action Plan

Actions are set out under each policy, with additional information provided on key issues or proposals.

PTPR1 Partnership

Actions	Schemes and Measures	Timescale
The County Council will work with the Department for Transport, the Office of Rail Regulation, Network Rail, Train Operating Companies, Centro, other local authorities, users and stakeholders.	Progress the delivery the policies set out in the Public Transport Strategy, the Passenger Rail Strategy and the other subsidiary public transport strategies.	Ongoing

PTPR2 Quality of service

a. 'Affordable'

Actions	Schemes and Measures	Timescale
Examine opportunities for revisions to fare structures and levels	Work in partnership with train operators	Short
Examine opportunities within the relevant transport legislation to implement through ticketing availability between rail, bus and community transport services	Work in partnership with train and bus operators	Short
Investigate opportunities to develop a concessionary travel scheme for local and cross-boundary rail, bus and community transport services	Work in partnership with train operators, District/Borough Councils, Centro and other local authorities	Short
Promote awareness of the real cost of motoring in comparison to the cost of rail travel	Work in partnership with train operators, District/Borough Councils, Centro and other local authorities to develop appropriate Green Travel and other marketing initiatives	Short

b. 'Accessible'

Actions	Schemes and Measures	Timescale
Promote improvements to station facilities, to the accessibility of rail services, in the personal safety and confidence of people using	Work in partnership with Department for Transport, Network Rail, Train Operators & User Groups to deliver improvements using the 'Station Standards' set out later in this strategy as a 'baseline'	Short

rail stations and on their journey to and from rail stations	Shakespeare Line (Stratford-Birmingham) Upgrade	Short / Medium
Maintain the Warwickshire Quality Rail Partnership as a basis for joint working with train and station operators to deliver passenger improvements at stations	Work in partnership with Network Rail and Train Operators	Short
	Investigate accessibility proposals with station operators which include measures to improve accessibility above the statutory minimum required by the Disability Discrimination Act	Short/ Medium
Enhance existing and provide new interchange facilities at rail stations and public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy	Stratford-upon-Avon Rail Station	Short
	Leamington Spa Rail Station	Short/ Medium
	Rugby Rail Station	Short/ Medium
	Warwick Rail Station	Short/ Medium
	Henley in Arden Station	Short/ Medium
	Nuneaton Bus Station	Short/ Medium
	Nuneaton Rail Station	Short/ Medium
	Atherstone Rail Station	Short/ Medium
Promote integration between rail, bus and community transport services	Work in partnership with train operators, bus operators and community transport providers to improve integration between services	Ongoing
	Continue to integrate the Warwickshire County Council tendered bus services with rail services and community transport services	Short
Seek to safeguard sites with the potential for improved station facilities	Work in partnership with Department for Transport, Network Rail, Train Operators & Local Planning Authorities	Ongoing

STATION STANDARDS

The County Council wishes to see the following minimum good quality facilities adequate for the likely demand: -

- *Waiting Shelters*
- *Platform Lighting and Security*
- *Passenger Help Point*
- *Disabled Access to station facilities and trains*
- *Static Timetable Displays*
- *Electronic Real Time Passenger Information Displays*
- *Cycle Parking*
- *Adequate Car Parking (including Disabled Spaces)*
- *Safe and attractive access for pedestrians*
- *Signing to Station for pedestrians, cyclists and cars*

In addition and where appropriate, in terms of numbers of passengers and trains and cost effectiveness, the provision the following facilities will also be considered:-

- *Public Address System*
- *Ticket Office and/or Permit to Travel Machine and/or Self-Service Ticket Machine*
- *Shelters with suitable heating (where appropriate) and ventilation for the time of year*
- *Toilets*
- *Public Telephone*
- *Designated Drop-Off and Pick-Up Area*
- *Car Park Lighting and Security*
- *Bus Feeder Service and Sheltered Waiting Area Taxi Rank and Sheltered Waiting Area*
- *Secure Cycle Lockers*

SHAKESPEARE LINE UPGRADE

The Shakespeare Line runs between Stratford, Henley-in-Arden and Birmingham. The 'Upgrade' project seeks, over time, to improve facilities at all the stations on the route to an appropriate standard with a particular focus on accessibility, personal safety and passenger information. The station improvements together with increased train service frequencies and a new Stratford Parkway Station are designed to attract greater numbers of passengers and enhance the long term viability of the route.

c. 'Available'

Actions	Schemes and Measures	Timescale
Promote service improvements to secure the minimum service patterns shown in Figure 15.2 Warwickshire's Passenger Rail Strategy: Minimum Service Patterns and Table 15.5 setting out Warwickshire's Rail Strategy: Minimum Service Levels. Alternative service patterns and levels which provide similar service outputs will be considered.	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities	Ongoing
	Use Revenue Support Criteria to prioritise 'Essential Transport Links' where the minimum service patterns and the minimum service levels are not provided by the current network	Ongoing
	Seek to optimise third party funding of rail network enhancements, but only if (i) these will contribute to the objectives of the Passenger Rail Strategy and (ii) arrangements are proposed which are satisfactory to the County Council providing for the long term financial subsidy and/or maintenance of the enhancement	Ongoing
	Stratford upon Avon - Birmingham - Improved service frequencies	Short
	Investigate opportunities to divert Birmingham - Tamworth trains via the Whitacre Loop to provide additional services to Coleshill Parkway	Short

Table PTPR1 Warwickshire's Passenger Rail Strategy: Minimum Service Levels

Station	Minimum Service Levels	Service
Arley (Proposed)	Half-hourly	New Local Service: Birmingham - Nuneaton
Atherstone	Hourly	Liverpool – Crewe - Stafford – Tamworth – Nuneaton - Rugby - Northampton - Milton Keynes - London Euston
Bearley	Hourly	Stratford - Leamington (London)
Bedworth	Hourly	Nuneaton - Coventry - Leamington
	Hourly	Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone
Bermuda (Proposed)	Hourly	Nuneaton - Coventry - Leamington
	Hourly	Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone
Claverdon	Hourly	Stratford - Leamington (London)
Coleshill Parkway	Half-hourly	Birmingham - Leicester – Stansted Airport
	Half-hourly	New Local Service: Birmingham – Tamworth
	Half-hourly	New Local Service: Birmingham – Nuneaton
Danzey	Hourly	Stratford - Henley-in-Arden - Birmingham
Earlswood	Hourly	Stratford - Henley-in-Arden - Birmingham
Galley Common (Proposed)	Half-hourly	New Local Service: Birmingham-Nuneaton
Hatton	Hourly plus Peak Extras	Birmingham - Leamington - London
	Hourly	Stratford - Leamington (London)
Hawkesbury (Proposed)	Hourly	Nuneaton - Coventry - Leamington
	Hourly	Leicester - Nuneaton - Coventry-Leamington - Oxford / London Marylebone
Henley in Arden	Half-hourly	Stratford - Henley-in-Arden - Birmingham
Kenilworth (Proposed)	Hourly	Nuneaton - Coventry - Leamington
	Hourly	Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone
	Hourly	Bournemouth - Reading - Leamington – Coventry - Birmingham International - Birmingham – Manchester
Kingsbury (Proposed)	Half-hourly	Birmingham - Tamworth
Lapworth	Hourly plus Peak Extras	Birmingham - Leamington - London
Leamington Spa	Half-hourly plus Peak Extras	Birmingham - Leamington - London
	Hourly	Stratford - Leamington - London
	Hourly	Reading - Leamington – Warwick Parkway - Birmingham – Newcastle
	Hourly	Bournemouth - Reading - Leamington – Coventry - Birmingham International – Birmingham – Manchester
	Hourly	Leicester - Nuneaton - Coventry - Leamington
	Hourly	Nuneaton - Coventry - Leamington

Nuneaton	Hourly plus Peak Extras	London – Liverpool / Scotland
	Half-hourly	Birmingham - Leicester – Stansted Airport
	<i>Half-hourly</i>	<i>New Local Service: Birmingham-Nuneaton</i>
	Hourly	Nuneaton - Coventry - Leamington - Oxford / London Marylebone
	Hourly	Leicester - Nuneaton - Coventry
Polesworth	Hourly	Liverpool – Crewe - Stafford – Tamworth – Nuneaton - Rugby - Northampton - Milton Keynes - London Euston
Rugby	Hourly plus Peak Extras	London - The North-West - Scotland
	Half-hourly plus Peak Extras	Birmingham - Coventry - Rugby - Northampton - London
	Hourly plus Peak Extras	Birmingham - Coventry - Rugby - London
	Hourly	Liverpool / Manchester – Crewe - Stafford – Tamworth – Nuneaton - Rugby - Northampton - Milton Keynes - London Euston
	Hourly	Rugby – Milton Keynes – Watford Junction – Clapham Junction - East Croydon - Gatwick Airport.
Stratford upon Avon	Hourly	Stratford - Leamington (London)
	Half-hourly	Stratford - Henley-in-Arden - Birmingham
<i>Stratford Parkway (proposed)</i>	Hourly	Stratford - Leamington (London)
	Half-hourly	Stratford – Henley-in-Arden - Birmingham
The Lakes	Hourly	Stratford - Birmingham
Warwick	Half-hourly plus Peak Extras	Birmingham - Leamington - London
	Hourly	Stratford - Leamington (London)
Warwick Parkway	Half-hourly plus Peak Extras	Birmingham - Leamington - London
	Hourly	Stratford - Leamington (London)
Water Orton	Hourly	Birmingham - Nuneaton – Leicester – Stansted Airport
	<i>Half-hourly</i>	<i>New Local Service: Birmingham – Tamworth</i>
	<i>Half-hourly</i>	<i>New Local Service: Birmingham – Nuneaton</i>
Wootton Wawen	Hourly	Stratford - Henley-in-Arden - Birmingham
Wilmcote	Hourly	Stratford - Henley-in-Arden - Birmingham
	Hourly	Stratford - Leamington (London)
Wood End	Hourly	Stratford - Henley-in-Arden - Birmingham

BIRMINGHAM – WATER ORTON - TAMWORTH STUDY

Detailed work has now been completed on behalf of Centro, Birmingham City Council, Warwickshire and Staffordshire County Councils into the feasibility and business case for reinstating local passenger services.

The best performing scheme would provide a half-hourly service from Birmingham Moor Street calling at the existing stations at Water Orton, Coleshill Parkway, Wilnecote and Tamworth and at new stations at Fort Parkway, Castle Bromwich and Kingsbury. The proposal would require the construction of new chord lines at Camp Hill to provide access into Birmingham Moor Street station.

Overall, the study shows that, even taking account of the considerable capital cost of constructing the Camp Hill Chords, there appears to be a strong business case for progressing the Tamworth Line proposals. Centro are proposing to start further development work on the Camp Hill Chords during 2009-2010.

Gaining funding support for this major project in these difficult financial times is clearly going to be challenging.

d. 'Acceptable'

Actions	Schemes and Measures	Timescale
Maintain the Warwickshire Quality Rail Partnership as the basis for joint working with train and station operators to deliver passenger improvements at stations	Work in partnership with Network Rail and Train Operators	Short
Support stakeholder groups seeking to secure improvements to rail services and facilities	Maintain the County Council's representation on the Shakespeare Line Steering Group, the Shakespeare Line Promotion Group, the Chiltern Railways Passenger Board, the Regional Rail Forum and rail industry liaison bodies.	Ongoing
Improve the image and attractiveness of rail travel in Warwickshire	Promote rail travel through Smarter Choices initiatives.	Short

QUALITY RAIL PARTNERSHIP

The County Council, Network Rail, Chiltern Railways, London Midland, CrossCountry Trains and Virgin Trains have joined together as the Warwickshire Quality Rail Partnership which enables the partners to agree and work together to deliver further improvements to services and station facilities more effectively. This is achieved by pooling delivery and funding resources in order to secure value for money for the partners, existing and potential passengers and local communities. The partnership has delivered a wide range of rail station improvements throughout the county and it is planned that this activity will be continued and expanded.

e. 'Simple to use'

Actions	Schemes and Measures	Timescale
Provide information which should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial public transport timetable information	Ongoing
	Continue to maintain the public transport information pages on the County Council's website	Ongoing
	Continue to promote the National Rail Enquiry Service	Ongoing
Raise public awareness about the rail network and the travel choices that it provides	Smarter Choices initiatives, such as travel awareness campaigns, personalised travel planning and travel plans.	Ongoing
Encourage fare structures and levels which are easy to understand and simple to use	Work in partnership with train operators	Short
Examine opportunities to promote the use of 'smartcards' and other modern technology	Work in partnership with train operators, bus operators, Centro, other local authorities and suppliers	Short/ Medium
Investigate provision of real time information systems and/or 'Help Points' at stations and at key interchanges along with other measures to increase passengers' confidence.	Identify a programme of projects through the Quality Rail Partnership.	Short/ Medium

PTPR3 Existing Levels of Service and Stations

Actions	Schemes and Measures	Timescale
The County Council will seek the retention of existing levels of service and of existing stations	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities	Ongoing
	Respond to consultations and proposals and take action, when appropriate	Ongoing

PTPR4 Rail Network Capacity and Infrastructure Improvements

Actions	Schemes and Measures	Timescale
Support measures to improve the punctuality and reliability of existing rail services	Respond to schemes proposed by the rail industry	Ongoing
Support specific network capacity improvements which are designed to increase capacity to accommodate additional passenger and freight trains and new stations.	Respond to and where appropriate support schemes proposed by the DfT, Regional stakeholders and/or the rail industry, including: North-South High Speed Rail 2 Line Rugby - Coventry - Birmingham (Capacity	Ongoing

	Improvements) Oxford - Leamington Spa Leamington Spa - Solihull - Birmingham (Capacity Improvements) Leicester - Nuneaton - Water Orton - Birmingham (Capacity Improvements) Oxford - Moreton in Marsh - Worcester (Capacity Improvements) Camp Hill Line - Birmingham Moor Street Chords (Capacity Improvements) Stratford upon Avon Station (Additional trackwork to increase platform availability)	
Support electrification proposals on key corridors to improve journey times and/or increase capacity to accommodate additional passenger and freight trains and new stations.	Birmingham – Nuneaton Birmingham – Tamworth Nuneaton – Coventry Coventry - Leamington	Short/ Medium Short/ Medium Short/ Medium Short/ Medium
Investigate heavy rail capacity improvements as part of the North/South Corridor Step-Change Initiative	Leamington Spa Station: Appropriate infrastructure & signalling to enable trains to depart Platform 4 towards Coventry	Short
	Coventry - Leamington Line: Capacity Improvements	Short/ Medium
	Leicester - Nuneaton - Coventry Line: Provision of 'Through Route Facility' at Nuneaton Station to enable re-introduction of through trains between Coventry - Nuneaton - Leicester	Short/ Medium

PTPR5 New Rail Stations and Services

Actions	Schemes and Measures	Timescale
Provide new stations including strategic park and ride / parkway stations on the rail network where they provide significant transport and other benefits	Kenilworth	Short
	Kingsbury	Medium
	Galley Common	Medium
	Arley	Medium
	Bermuda	Short
	Hawkesbury	Medium
	Stratford Parkway	Short
Promote service improvements to secure the minimum service patterns shown in Figure 15.2 Warwickshire's Passenger Rail Strategy: Minimum Service Patterns and Table 15.5 setting out Warwickshire's Rail Strategy: Minimum Service Levels. Alternative service	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities	Short/ Medium
	Stratford upon Avon - Birmingham - Improved service frequencies	Short

patterns and levels which provide similar service outputs will be considered.		
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NEW STATION AT KENILWORTH

The site for the new station at Kenilworth is located on the rail route between Leamington Spa and Coventry and is close to the town centre at the site of the former station on Priory Road. The scheme promotes modal shift and integration between different modes of transport. Kiss and ride, access by taxis and bus stops are included. A network of cycleways and footways will provide links with the local area.

A rail station for Kenilworth has been an aspiration for local authorities and stakeholders for many years. Work undertaken by the County Council and its consultants produced a very positive business case for the scheme. A joint investor and development partner (John Laing Investments Ltd) has been engaged to develop a detailed business case and operational plan for submission to the Government, with the aim of implementing the new station in a public/private partnership.

STRATEGIC PARK & RIDE STATIONS / STRATFORD PARKWAY

New stations on the outskirts of major urban centres with good access from the motorway and/or trunk road network can widen access to rail services from rural areas and encourage motorists to transfer to rail for part of their journey. The Council will work closely with Centro and other authorities in the West Midlands to identify strategic Parkway/Park and Ride sites to serve the wider conurbation. Potential sites might lie within Warwickshire or beyond the county boundary. In many cases the sites could be based on existing stations which have good access to the highway network. In addition, new Park & Ride/Parkway Stations with adequate car parking can provide improved access to the rail network and reduce journey lengths.

The County Council is currently working on the delivery of a new Stratford Parkway Station at Bishopton which will enable greater numbers of passengers to choose to travel by rail and will contribute to the business case for increasing the frequency of rail services between Stratford and Birmingham. The improved services will also generate significant passenger growth at Stratford Town Station.

A regional strategic park & ride / parkway station in the vicinity of M42 / Junction 3 is proposed in the Centro Integrated Public Transport Prospectus.

Policy PTPR6 Step-Change Initiatives

Actions	Schemes and Measures	Timescale
Develop proposals for a 'step-change' in public transport provision on key corridors based on integrated planning and co-ordination of all public transport modes. Where appropriate, a combination of public transport modes will be considered	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Bus & Train Operators, Passengers, District Councils, Centro, Coventry City Council and other local authorities	Ongoing
	North-South Corridor Step-Change Initiative: Nuneaton - Bedworth - Coventry - Kenilworth –	Short/ Medium

including Heavy Rail, Light Rail, Bus, Guided Bus and intermediate modes. An assessment of alternative schemes and a preferred option will be identified	Warwick/Leamington Spa	
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STEP-CHANGE IN THE NORTH-SOUTH CORRIDOR / THE 'NUCKLE' PROJECT

The North-South Corridor from Nuneaton in the north through Bedworth, Coventry, Kenilworth and Leamington Spa in the south is a densely developed corridor. It contains principal travel destinations including the city of Coventry and a number of major town centres, Warwick University, Coventry University, the Coventry Arena and a number of key regeneration sites.

Future travel patterns on the corridor will respond to a number of factors, including:

- New residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry-Nuneaton Regeneration Zone;*
- Changes in work patterns; and*
- Changes in personal lifestyle choices with the development of a '24 Hour / 7 Day ' lifestyle not only for people enjoying the extended facilities but also for those employed in providing them.*

The corridor suffers from the most severe congestion because of large movements of people throughout the day and offers significant opportunities to improve accessibility, reduce congestion and aid economic regeneration.

The density of the population and the level of activity in the corridor is set to grow substantially and will create increasing demand for transport. These demands will increase car use and congestion unless a good quality public transport network is available. A key shortcoming of the current network is the lack of a through public transport service between the north and the south without the current requirement to change at Coventry. A through service would enable a free-flow between where people live and the opportunities for work and leisure without increasing congestion.

The rail-based NUCKLE (Nuneaton-Coventry-Kenilworth-Leamington) initiative has been developed by the County Council in partnership with Coventry City Council and Centro and comprises four phases of development.

Phase 1 – Improved service frequencies between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry

Phase 2 – Improved service frequencies between Coventry-Leamington with a new station at Kenilworth with services to Birmingham / London / Oxford / Thames Valley

Phase 3 – Extension of Coventry-Bedworth-Nuneaton to the East Midlands

Phase 4 – Operation of 'through' Leamington-Coventry-Nuneaton services

In terms of progress, Phases 1 and 2 are currently at an advanced stage of development and delivery is anticipated in the short term. The delivery of Phases 3 and 4 is envisaged in the medium/long term. However, as the delivery of rail initiatives involves a wide range of

stakeholders and can often depend on strategic decisions which are taken in a regional and national context, the details and timescales of the later phases will need to be flexible to take advantage of implementation opportunities as they arise.

It is anticipated that the DaSTS Improving Connectivity in the Coventry North-South Corridor Study referred to in the Public Transport Strategy will recommend further transport measures from 2014 onwards.

Policy PTPR7 New Developments

Actions	Schemes and Measures	Timescale
Secure, where appropriate, funding from developers towards the costs of providing good accessibility to rail services, consistent with the Land Use & Transportation Strategy.	Work in partnership with developers & Local Planning Authorities	Ongoing

24.6 Targets, Indicators and Monitoring

The Passenger Rail Strategy has established a range of desired standards, indicators and implementation targets for enhancements to the passenger rail network. Monitoring the delivery of the actions outlined in the Passenger Rail Strategy will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Strategy is achieving the desired outcome.

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and updated.

The aim of the passenger rail targets is to create a virtuous circle of continual improvement.



24.6.1 Local Indicators

Patronage on rail services to, from and within Warwickshire (WLI11)

- Target to be determined

Patronage on rail services from Warwickshire to the West Midlands (WLI12)

- Target to be determined