

Public Document Pack

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Date: 27 August 2019



**Hinckley & Bosworth
Borough Council**

To: Members of the Executive

Mr SL Bray (Chairman)
Mr DC Bill MBE (Vice-Chairman)
Mr MB Cartwright
Mr WJ Crooks

Mr KWP Lynch
Mr MT Mullaney
Mr K Nichols

Copy to all other Members of the Council

(other recipients for information)

Dear Councillor,

There will be a meeting of the **EXECUTIVE** in the De Montfort Suite, Hinckley Hub on **WEDNESDAY, 4 SEPTEMBER 2019 at 6.30 pm** and your attendance is required.

The agenda for the meeting is set out overleaf.

Yours sincerely

Rebecca Owen
Democratic Services Manager

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- *There are two escape routes from the Council Chamber – at the side and rear. Leave via the door closest to you.*
- Proceed to **Willowbank Road car park**, accessed from Rugby Road then Willowbank Road.
- **Do not** use the lifts.
- **Do not** stop to collect belongings.

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To minimise disturbance to others attending the meeting, please switch off your phone or other mobile device or turn it onto silent or vibrate mode.

Thank you

A G E N D A

1. APOLOGIES

2. MINUTES (Pages 1 - 2)

To confirm the minutes of the meeting held on 10 July.

3. ADDITIONAL URGENT BUSINESS BY REASON OF SPECIAL CIRCUMSTANCES

To be advised of any additional items of business which the Chairman decides by reason of special circumstances shall be taken as matters of urgency at this meeting.

4. DECLARATIONS OF INTEREST

To receive verbally from Members any disclosures which they are required to make in accordance with the Council's code of conduct or in pursuance of Section 106 of the Local Government Finance Act 1992. **This is in addition to the need for such disclosure to be also given when the relevant matter is reached on the agenda.**

5. QUESTIONS

To hear any questions in accordance with Council Procedure Rule 12.

6. ISSUES ARISING FROM OVERVIEW & SCRUTINY

(If any)

7. FLATS AT UPPER BOND STREET, HINCKLEY (Pages 3 - 6)

To seek approval for the removal of a covenant relating to use of the properties for move on accommodation.

8. PROPOSED CONSULTATION RESPONSE TO WARWICKSHIRE DRAFT RAIL STRATEGY 2019-2034 (Pages 7 - 34)

To inform Executive of the consultation and proposed response.

9. ANY OTHER ITEMS OF BUSINESS WHICH THE CHAIRMAN DECIDES HAVE TO BE DEALT WITH AS MATTERS OF URGENCY

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HINCKLEY AND BOSWORTH BOROUGH COUNCIL

EXECUTIVE

10 JULY 2019 AT 6.30 PM

PRESENT: Mr SL Bray - Chairman

Mr MB Cartwright, Mr KWP Lynch, Mr MT Mullaney and Mr K Nichols

Officers in attendance: Matthew Bowers, Bill Cullen, Julie Kenny, Rebecca Owen and Sharon Stacey

59 APOLOGIES

Apologies for absence were submitted on behalf of Councillors Bill and Crooks.

60 MINUTES

It was moved by Councillor Cartwright, seconded by Councillor Nichols and

RESOLVED – the minutes of the meeting held on 9 January 2019 be confirmed and signed by the chairman.

61 DECLARATIONS OF INTEREST

No interests were declared at this stage.

62 REQUEST FOR SUPPLEMENTARY BUDGET FOR HEALTH & SAFETY IMPROVEMENTS AT JUBILEE BUILDING

A report was presented which recommended a supplementary budget to support health and safety improvements at the Jubilee Building. It was moved by Councillor Cartwright, seconded by Councillor Nichols and

RESOLVED – a supplementary budget of £29,023.00 to allow for health and safety improvements at the Jubilee Building be approved.

63 MATTER FROM WHICH THE PUBLIC MAY BE EXCLUDED

On the motion of Councillor Bray seconded by Councillor Nichols, it was

RESOLVED – in accordance with section 100A(4) of the Local Government Act 1972, the public be excluded from the following item of business on the grounds that it involves the disclosure of exempt information as defined in paragraphs 3 and 10 of Part I of Schedule 12A of that Act.

64 LEICESTERSHIRE ICT PARTNERSHIP SHARED SERVICE

A report on the Leicestershire ICT Partnership shared service was presented to the Executive. It was moved by Councillor Lynch, seconded by Councillor Cartwright and

RESOLVED – the recommendations contained within the report be approved.

(The Meeting closed at 6.50 pm)

CHAIRMAN



Hinckley & Bosworth Borough Council

FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

ASSET STRATEGY & REGENERATION STRATEGY GROUP 14 AUGUST 2019

EXECUTIVE 4 SEPTEMBER 2019

WARDS AFFECTED: HINCKLEY DE MONTFORT

99 – 109 UPPER BOND STREET HINCKLEY

Report of Director (Community Services)

1. PURPOSE OF REPORT

1.1 To seek approval:

- for the removal of a covenant relating to use of the properties for move on accommodation or sale to a Registered Provider

2. RECOMMENDATION

2.1 That Executive:

- agree to the removal of the restrictive covenant
- accept a financial contribution of 10% of the achieved sale price towards the provision of new affordable housing in the Borough

3. BACKGROUND TO THE REPORT

3.1 Riverside Housing Association currently own the properties at 99 – 109 Upper Bond Street in Hinckley, which consist of five 2 bedroomed flats and one 1 bedroomed flat located in a 2 storey building. The properties were transferred to Riverside from Hinckley and Bosworth Borough Council ownership in 2007, with the following restrictive covenants attached:

“Not to use any of the flats for any purpose other than Move On Accommodation. Not (without the prior written consent of the Transferor) to dispose of the Property or any part of it (other than by way of an assured shorthold tenancy of a flat for a period not exceeding 24 months) to any person other than a Registered Social Landlord registered pursuant to section 3 of the Housing Act 1995.”

- 3.3 Riverside used Social Housing Grant from the Homes and Communities Agency (now Homes England) to refurbish the flats and for some years the properties were used for move on accommodation. However they have been standing empty for approximately 4 years, as Riverside has found the properties difficult to let under the terms of the covenant.
- 3.4 In common with many of our Registered Provider partners, Riverside have carried out a stock rationalisation exercise and have identified these flats as ones they would wish to dispose by reason of:
- they have proved difficult to let as they no longer fit the desired model for move on accommodation
 - they would need a significant investment to bring them up to a lettable standard and convert them to general needs housing
 - they do not fit with Riverside's strategic objectives to provide primarily family accommodation in this area
- 3.5 Discussions with Riverside and the council have been ongoing since 2017 and during this period Riverside and Hinckley and Bosworth Borough Council have tried to identify a Registered Provider to buy the properties, or an organisation in need of move on accommodation, but have been unsuccessful. In this period, the properties have remained empty and Riverside has incurred significant void losses in rental income, security fees and rates. The disposal will therefore mean a write off for them in historic costs and the recycling of Social Housing Grant.
- 3.6 Riverside has therefore approached the council to request that the covenant on the property is lifted to allow sale of the flats on the open market. To this end, Riverside and Hinckley and Bosworth Borough Council have agreed that an independent valuation of the properties should be carried out, which was duly completed in March 2019 by DVS Property Services. The valuation, assuming freehold interest with vacant possession and no restrictive covenants in place, gives a value of £425,000.
- 3.7 To acknowledge the loss of affordable housing which would result from open market sale, Riverside is offering a financial contribution of 10% of the open market value to Hinckley and Bosworth Borough Council to be spent in provision of affordable housing in the borough. This would give a receipt to the council of £42,500 should the sale achieve the open market valuation.
- 3.8 It is recommended that the covenant is listed to allow Riverside to sell the properties on the open market for the following reasons:
- The best endeavours of Riverside and Hinckley and Bosworth Borough Council have failed to identify a suitable use for the properties in the affordable housing sector;
 - Riverside have already incurred significant financial losses through the properties standing empty;
 - Sale of the properties on the open market will allow 6 empty homes to be brought back into use;
 - Despite having no obligation to do so, Riverside have offered 10% of the sale cost to the council for use in the provision of affordable housing in the Borough.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION
PROCEDURE RULES

4.1 None

5. FINANCIAL IMPLICATIONS [AW]

5.1 There will be a capital receipt to the HRA estimated at £42,500 for use on affordable housing.

5.2 There may also be some costs associated with removing the restrictive covenant in terms of legal time and costs. This should be recovered from Riverside Housing Association as a separate charge if possible.

6. LEGAL IMPLICATIONS [MR]

6.1 If the properties were sold at less than market price to Riverside in 2007 because they were to be used for 'move on' accommodation then HBBC will need to be satisfied that it receives an acceptable share of any uplift arising from the removal of the restrictive covenant and the sale of the properties on the open market.

7. CORPORATE PLAN IMPLICATIONS

7.1 Affordable housing forms part of the strategic objectives of the Corporate Plan 2017 – 2021:

- Places: 4) Improve the quality of existing homes and enable the delivery of affordable housing

Disposal of these flats on the open market would bring empty properties back into use and a financial contribution from the sale would be used for investment in new affordable housing in the Borough.

8. CONSULTATION

8.1 None required

9. RISK IMPLICATIONS

9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Loss of 6 affordable homes in Hinckley	Acceptance of a financial contribution towards replacement homes. Disposal will bring 6 empty homes back into use	Strategic Housing and Enabling Officer
A shortage of move on accommodation in the borough	Work is already under way with Adult Social Care partners to identify the quantity, type and location of move on accommodation needed in the borough	Strategic Housing and Enabling Officer
Replacement accommodation is not provided	Acceptance of a financial contribution on sale of the properties helps to ensure funding is available to deliver new schemes. Supported and move on accommodation will be included in the HRA delivery plan	Strategic Housing and Enabling Officer

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

- 10.1 Whilst the sale of the flats will mean a potential loss of 6 units of move on accommodation for vulnerable people, the properties have been empty for some time now and do not meet current requirements for move on schemes. Work is already under way to work with partners to identify opportunities to deliver new, fit for purpose move on schemes for vulnerable adults in the borough.

11. CORPORATE IMPLICATIONS

- 11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

Background papers: None

Contact Officer: Valerie Bunting x5612
Executive Member: Councillor M Mullaney



Hinckley & Bosworth Borough Council

FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

EXECUTIVE

4 SEPTEMBER 2019

WARDS AFFECTED: ALL WARDS

Proposed consultation response to the Warwickshire Draft Rail Strategy 2019-2034

Report of the Director (Environment and Planning)

1. PURPOSE OF REPORT

- 1.1 To inform Executive of the Warwickshire County Council Draft Rail Strategy consultation, the key matters considered to be of strategic importance to Hinckley and Bosworth and seek endorsement of the Borough Council's response to the proposed consultation.

2. RECOMMENDATION

- 2.1 To request members to:
- Note and consider the key matters arising from the Warwickshire Draft Rail Strategy
 - Endorse the proposed consultation response to the Warwickshire Draft Rail Strategy

3. BACKGROUND TO THE REPORT

- 3.1 Warwickshire County Council (WCC) are consulting on a new Rail Strategy (RS) for the period 2019-2034. The previous Rail Strategy, as contained within Warwickshire's Third Local Transport Plan, is out of date. The Rail Strategy is a non-statutory policy document supporting the existing Local Transport Plan and it is intended it will form part of the Fourth Local Transport Plan.
- 3.2 The matters identified in this briefing note are those which are considered of strategic importance to Hinckley & Bosworth. The consultation will help inform and shape the final Warwickshire Rail Strategy and if approved by Warwickshire County Council's Cabinet, will replace the existing rail strategy from early 2020. The Council's proposed response to the consultation is included in Appendix A to this report.

- 3.3 The RS identifies that 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. It is within this context that the RS identifies the benefits of delivering a strategy which maximises opportunities for capacity improvements on the network and upgrading existing stations to encourage their use. The Strategy identifies broad locations for new stations where they relate to large areas of growth and would maximise opportunities for residents to access the rail network.

Key Objectives

- 3.4 Four key overarching objectives have been identified to support the delivery of the RS:
- Maximise economic, social and environmental benefits of the rail network to Warwickshire residents and businesses;
 - Maximise opportunities for journeys within Warwickshire (and beyond) to be undertaken by rail, particularly for commuting purposes;
 - Maximise opportunities for travel demands of new developments to be met by rail;
 - Support opportunities to transfer freight from road to rail.
- 3.5 The key proposals and themes proposed in the Rail Strategy are set out below with the potential implications considered in the context of the Borough Council.

The Economic Value of Rail Connectivity and Service Improvements

- 3.6 An economic model has been used to measure the impact of enhanced train services on connectivity between economic centres. The model takes into account existing and committed housing and employment levels and quantifies the uplift in economic benefits derived from improved connectivity. Notably the RS identifies north-south corridor improvements including the provision of a Coventry – Leicester direct service. It is projected this would result in a £5.0m uplift in GVA per annum for Warwickshire. The benefits to Leicestershire have not been quantified however the direct line to Coventry will offer improved connectivity between Hinckley and Coventry benefiting those residing or working in Hinckley. The RS also acknowledges the social and environmental benefits of enhanced connectivity such as providing opportunities to access work, education and leisure facilities.

Identified Improvements

- 3.7 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. The RS identifies proposed improvements along the operating corridors. The proposals of particular relevance to H&B are discussed below.

North-South Rail Services (Nuneaton – Coventry – Leamington Spa (NUCKLE) and Coventry – Leicester/Nottingham Corridors)

- 3.8 A key objective is to explore opportunities to expand services on the NUCKLE corridor to the East Midlands. WCC are proposing to investigate the provision of a new strategic multi modal station located between Nuneaton and Hinckley (Nuneaton Parkway) located in the vicinity of the A5. This station would provide local and strategic improved connectivity to Coventry, Leicester and Nottingham. The aspiration for a new station in this location aligns with wider regional priorities to improve services between Birmingham – Leicester and Coventry – Leicester. The scheme has an initial delivery timescale of 2026-2033.
- 3.9 The location of Nuneaton Parkway in proximity of the A5 could open opportunities to contribute towards delivery of the upgrade of the A5 to the expressway and delivery of improvements to the rail bridge between Dodwells and Sketchley Lane to reduce the risk of HGV's getting stuck and causing traffic congestion through Hinckley and Burbage, an action identified in the A5 Strategy.
- 3.10 The RS also proposes a service improvement through the delivery of a new direct service between Coventry and Leicester. It is intended this would include a calling point in Warwickshire on this service. It is anticipated that that this service could be delivered in the medium term (2027 -2033).
- 3.11 The Rail Strategy is not explicit how the provision of Nuneaton Parkway will impact on the journey times or the relationship with the proposed direct routes between Coventry – Leicester and Birmingham – Leicester (and so impacting on journey times to and from Hinckley). Officers propose that the RS clarifies the relationship between the opening of Nuneaton Parkway with the proposed services improvements.
- c) Leicester – Birmingham and Birmingham – Tamworth/Derby Corridors*
- 3.12 It is anticipated that improvements will include improved services between Birmingham and Leicester via Coleshill Parkway. It should also be noted that WCC intend to develop Coleshill Parkway as a strategic interchange hub including enabling access to the Birmingham HS2 interchange. These improvements further open the opportunities of commuting to and from Hinckley for social and economic benefits.

Consultation Response

- 3.13 The WCC Rail Strategy draws upon and will contribute towards delivery of the interventions identified in the Midlands Connect Midlands Rail Hub initiative and actions in the A5 Strategy. The Borough Council could benefit from the delivery of the Nuneaton Parkway Station through associated improvements to the A5 and/or potentially resolving the issue regarding the clearance on the bridge on the A5. Improvements to services and connectivity will open further opportunities for people living and working in the borough particularly those commuting to and from Leicester, Coventry and Birmingham.
- 3.14 Officers are supportive of the Rail Strategy for the reasons set out above. It is proposed that in the Council's response to the consultation clarification is sought regarding the relationship between the opening of Nuneaton Parkway and the proposed services improvements. It is also recommended that the strategy include set out the relationship to and merits of the location of Nuneaton Parkway to the A5 and upgrade to expressway standard.
- 3.15 The proposed response to the Rail Strategy is included in Appendix A to this report.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

4.1 No exemptions.

5. FINANCIAL IMPLICATIONS [CS]

5.1 None arising directly from this report.

6. LEGAL IMPLICATIONS [MR]

6.1 None.

7. CORPORATE PLAN IMPLICATIONS

7.1 The schemes proposed in the draft Rail Strategy could contribute towards delivery of the following aims of the Corporate Plan 2017-2021:

- Boost economic growth and regeneration by encouraging investment that will provide new jobs and places to live and work all over the borough
- Support the regeneration of our town centres and villages

8. CONSULTATION

8.1 Not applicable.

9. RISK IMPLICATIONS

9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Delivery of the Nuneaton Parkway adversely impacts upon journey times from Hinckley to Birmingham/Leicester	Monitor progress of proposals contained within the strategy and ensure effective ongoing dialogue with WCC and other key stakeholders	Planning Manager (Policy)

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

- 10.1 To understand the implications of the Warwickshire Draft Rail Strategy on the borough and potential opportunities for increased connectivity of the rail network to serve those living and working in the borough.

11. CORPORATE IMPLICATIONS

- 11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

Background papers: The Warwickshire Draft Rail Strategy 2019-2034

<https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/>

Appendix A – Proposed HBBC Response to the Warwickshire Draft Rail Strategy

Contact Officer: Chris Colbourn Ext. 5732
Executive Member: Councillor D Bill

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Consultation on draft Warwickshire Rail Strategy 2019-2034

Overview

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 draft strategy sets out Warwickshire County Council's ambitious and challenging plans to improve the rail offer in Warwickshire and will form part of the County's fourth Local Transport Plan (LTP4).

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

Anyone who is interested in local transport and the local rail offer can comment on the draft strategy. Responses are invited from a range of partners, stakeholders and people who live or work in Warwickshire.

More information is provided in the Public Information Document. This, together with the draft strategy and other supporting documents can be downloaded from the webpage <https://ask.warwickshire.gov.uk>. Alternatively, if you require paper copies of any of these documents please email tpu@warwickshire.gov.uk.

How to respond

Please complete this paper questionnaire and return your written response to Transport Planning at Warwickshire County Council using the Freepost address at the end of this questionnaire.

What happens next?

The consultation will help inform and shape the final Warwickshire Rail Strategy and if approved by Warwickshire County Council's Cabinet, will replace the existing rail strategy from early 2020.

Give Us Your Views

Introduction

Thank you for taking the time to respond to this consultation. **We want to assure you that your responses are completely anonymous.**

Privacy Notice

Please tick here to show you have read and understand the Privacy Notice (attached)

☒ I have read the Privacy Notice and consent to you collecting my responses

Background Information

1. Please select the area where you live, or work if you are responding on behalf of an organisation (required)

- | | |
|---|--|
| <input type="radio"/> North Warwickshire Borough | <input type="radio"/> Stratford on Avon District |
| <input type="radio"/> Nuneaton and Bedworth Borough | <input type="radio"/> Warwick District |
| <input type="radio"/> Rugby Borough | <input type="radio"/> Work Countywide (Warwickshire) |

☒ Other, please specify below:

Hinckley & Bosworth Borough Council

2. Are you responding to this consultation on behalf of an organisation or as an individual? (required)

- | | |
|----------------------------------|--|
| <input type="radio"/> Individual | <input checked="" type="checkbox"/> Organisation |
|----------------------------------|--|

The Warwickshire context

The draft strategy provides an overview of the Warwickshire context and opportunities and constraints.

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

- | | |
|--|---|
| <input type="radio"/> Strongly disagree | <input type="radio"/> Agree |
| <input type="radio"/> Disagree | <input checked="" type="radio"/> Strongly agree |
| <input type="radio"/> Neither agree nor disagree | |

4. Are there any additional constraints or opportunities we should consider?

No comment.

Strategy objectives

The draft strategy identifies the following 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

5. Do you agree or disagree with these key objectives?

	Strongly agree	Disagree	Neither agree nor disagree	Agree	Strongly Agree	Not sure / I don't know
Maximise economic, social and environmental benefits of the rail network	✓	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maximise opportunities for journeys by rail within Warwickshire and beyond	✓	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maximise opportunities to meet travel demands of new developments by rail	✓	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support opportunities to transfer freight from road to rail	✓	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Are there additional objectives that you would like to see included in the strategy?

No comment.

Information on policies

The draft strategy outlines a range of policies relating to these objectives. These are listed below, along with how each policy relates to the objectives.

Please read this before continuing to the next page to answer questions on policies.

Policy	Objective 1: Maximise the economic, social and environmental benefits of the rail network	Objective 2: Maximise opportunities for rail journeys in Warwickshire and beyond	Objective 3: Maximise opportunities to meet travel demands of developments by rail	Objective 4: Support opportunities to transfer freight from road to rail
WRS1: Partnership	X	X	X	X
WRS2: Existing levels of service and stations	X	X	X	
WRS3: New rail services and stations	X	X	X	
WRS4: New developments and connectivity to rail services	X	X	X	
WRS5: Transformational change	X	X	X	
WRS6: Station facilities	X	X		
WRS7: Station Access and Car Park Capacity	X	X	X	
WRS8: Community Rail Partnership	X	X		
WRS9: High Speed 2 (HS2)		X	X	X
WRS10: Freight				X
WRS11: Rail Fares and Ticketing	X			

Questions on policies

7. To what extent do you support each policy as included in the draft strategy?

Policy WRS1 – Partnership

The County Council will seek to engage and work with key partners to deliver improved rail services and facilities in Warwickshire.

Delivery of Warwickshire's rail aspirations will require the support of the wider rail industry, including Network Rail, TOCs and DfT, along with key organisations such as Midlands Connect. Warwickshire will continue to engage with a wide range of partners to influence rail investment and service plans

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WSR2 – Existing levels of services and stations

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

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

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.

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.

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WRS4 – New Developments and 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 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 when planning new stations (Policy WRS3);*
- 3. Taking into account potential demand from new development when planning new rail services*

☐ Strongly oppose

☐ Somewhat oppose

☐ Neutral

☐ Somewhat support

☒ Strongly support

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 projects have the potential to facilitate a transformational change in the rail offer for Warwickshire:

- Leamington to Coventry capacity upgrade (redoubling) – to facilitate improved access to Birmingham airport and the HS2 interchange, delivered by the diversion of the second Cross Country service via Coventry;*
- Coventry to Leicester/Nottingham capacity upgrade – to provide a direct connection between these cities and the potential for improved service frequencies between Nuneaton and Leicester;*
- Birmingham to Leicester capacity upgrade – to facilitate new stations along the Water Orton line, including a station to the west of Nuneaton at Galley Common/Stockingford;*
- Midlands Rail Hub, with the delivery of up to 12 additional rail paths into Birmingham.*

☐ Strongly oppose

☐ Somewhat oppose

☐ Neutral

☐ Somewhat support

☒ Strongly support

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.

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WRS7 – Sustainable Station Access and Car Park Capacity

The County Council will seek to ensure that stations are accessible by a variety of modes, including walking and cycling and to secure improvements where possible. Where station car parking is at capacity, opportunities will be sought to improve car parking availability.

It is recognised that access by a variety of modes, including the private car, are important to enable access to the rail network. The County Council will encourage people to choose sustainable travel options where possible and will continue to seek opportunities to improve facilities and infrastructure that encourages sustainable mode choice.

The County Council recognises that, in some instances, the private car is important to enable people to access stations. Providing good access and car parking facilities at appropriate stations enables people to transfer from road to rail, thus reducing overall car use.

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WRS8 – Community Rail Partnership

The County Council will support Community Rail initiatives in Warwickshire to help secure both improvements to stations and wider community and social benefits of the rail network to our communities.

Community Rail initiatives can deliver tangible benefits for rail passengers and the communities they serve. The County Council is at the forefront of Community Rail in the West Midlands area, and along with partners and key stakeholders, has recently established the 'Heart of England' Community Rail Partnership (CRP). The County Council is committed to supporting this CRP and enabling improvements to be realised. In addition the County Council will seek to maximise other opportunities presented by the rail industry to secure wider community benefits.

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WRS9 – High Speed 2 (HS2)

The County Council will seek to maximise the benefits generated by the capacity released on the existing rail network as a result of HS2 Phases 1 and 2b to improve services and introduce new connectivity options.

The arrival of HS2 Phase 1 (London to West Midlands) in 2026 will have a significant impact on rail services in Warwickshire, not least due to the release of capacity on the West Coast Mainline. This presents a significant opportunity to influence and shape future service provision to enable passenger service and freight enhancements, new connectivity opportunities and new stations serving Warwickshire to be delivered, thereby maximising the economic benefits to Warwickshire afforded by the arrival of HS2.

For residents to the north of the County, the new HS2 interchange adjacent to Birmingham International station will provide access to fast and frequent services to London, with an anticipated journey time of around 50 minutes. The delivery of HS2 Phase 2B in 2033 will enable fast journey times from the West Midlands to the north of England, (e.g. Birmingham to Leeds in 46 minutes) providing significant connectivity opportunities and journey time savings to the north of England for Warwickshire residents. Ensuring good connectivity for Warwickshire residents and businesses to the stations served by HS2 will therefore be an important consideration. The County Council will work with relevant community groups to maximise opportunities to secure wider community benefits as a result of HS2.

- | | |
|--|--|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input type="radio"/> Strongly support |
| <input checked="" type="radio"/> Neutral | |

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.

- | | |
|---------------------------------------|---|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input checked="" type="radio"/> Strongly support |
| <input type="radio"/> Neutral | |

Policy WRS11 – Rail Fares and 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.

- | | |
|--|--|
| <input type="radio"/> Strongly oppose | <input type="radio"/> Somewhat support |
| <input type="radio"/> Somewhat oppose | <input type="radio"/> Strongly support |
| <input checked="" type="radio"/> Neutral | |

8. Are there other policies you think should be considered?

No comment.

9. Do you have any comments to make about any of these policies?

No comment.

Future proposals

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:

1. Trent Valley and Wolverhampton-Coventry Corridors
2. North-South Rail Services (Nuneaton – Coventry – Leamington Spa (NUCKLE) and Coventry – Leicester/Nottingham Corridors)
3. Leicester - Birmingham and Birmingham - Tamworth/Derby Corridors
4. Snow Hill Lines (Birmingham – Stratford-upon-Avon and Birmingham – Solihull – Warwick – Leamington Spa)

Anticipated delivery timescales are indicated in the draft strategy and relate to the following periods:

- **2019 – 2026: Short term** strategy up to the delivery of HS2 Phase 1;
- **2027 – 2033: Medium term** strategy up to the delivery of HS2 Phase 2b;
- **2034 and beyond: Long term** strategy.

10. Do you agree or disagree with the infrastructure, service improvements and station enhancement proposals/aspirations set out for each rail corridor?

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.*

Please refer to the draft strategy for detailed information.

☐ Strongly disagree

☐ Agree

☐ Disagree

☐ Strongly agree

✓ Neither agree nor disagree

Are there any additional improvements you would like to see included on the Trent Valley and Wolverhampton-Coventry Corridors?

No comment.

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

Key Objectives:

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

Please refer to the draft strategy for detailed information.

- | | |
|--|---|
| <input type="radio"/> Strongly disagree | <input type="radio"/> Agree |
| <input type="radio"/> Disagree | <input checked="" type="radio"/> Strongly agree |
| <input type="radio"/> Neither agree nor disagree | |

Are there any additional improvements you would like to see included on the North-South Rail Services and Coventry-Leicester/Nottingham Corridors?

No comment.

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*

Please refer to the draft strategy for detailed information.

- | | |
|--|---|
| <input type="radio"/> Strongly disagree | <input type="radio"/> Agree |
| <input type="radio"/> Disagree | <input checked="" type="radio"/> Strongly agree |
| <input type="radio"/> Neither agree nor disagree | |

Are there any additional improvements you would like to see included on the Leicester-Birmingham and Birmingham-Tamworth/Derby Corridors?

No comment.

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*

Please refer to the draft strategy for detailed information.

- | | |
|---|--------------------------------------|
| <input type="radio"/> Strongly disagree | <input type="radio"/> Agree |
| <input type="radio"/> Disagree | <input type="radio"/> Strongly agree |
| <input checked="" type="radio"/> Neither agree nor disagree | |

Are there any additional improvements you would like to see included on the Snow Hill lines corridor?

No comment.

Transformational impact

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.

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 an 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.

Wider North-South Corridor

The north-south corridor between Leamington and Nuneaton is one of the main corridors for movement within Warwickshire. Improvements to rail connectivity along the corridor have been a long held ambition of Warwickshire county Council and a number of rail projects have been delivered over recent years to support it, including new stations at Bermuda Park, Coventry Arena and Kenilworth station.

An uplift in services is also proposed and will be delivered as part of West Midlands Trains franchise commitments. A second Nuneaton-Coventry service is planned to link with the new Coventry – Kenilworth – Leamington Spa train to provide a direct cross-Warwickshire service. Three trains per hour will run on the Coventry – Nuneaton rail line on Saturdays to cater for Ricoh Arena passengers (once the new Coventry bay platform is completed in 2019).

Future aspirations on the north-south corridor will focus on creating additional points of access to the rail network, particularly where these can be located within close proximity of the strategic highway network and offer the potential to provide wider benefit in terms of intercepting car based trips on-route to Coventry and other centres of major employment in the corridor.

In addition, WCC has a long held aspiration to facilitate the delivery of a strategic East Midlands to Thames Valley rail service. The anticipated infrastructure improvements required to deliver the wider regional ambitions (as part of the Midlands Connect programme of work) could facilitate an extension of services on the North-South corridor, linking up University towns/cities at Nottingham, Loughborough, Leicester, Coventry, Warwick University, Oxford and Reading.

11. Do you have any comments on the 'Transformational Impacts' aspect of the draft strategy?

Hinckley & Bosworth Borough Council welcomes the possibility of a new multi-modal station located between Nuneaton and Hinckley (Nuneaton Parkway). It would be helpful to provide further clarification on the relationship between the provision of Nuneaton Parkway and the proposed service improvements between Coventry-Leicester and Birmingham-Leicester and the potential impact on journey times.

The Borough Council suggests that the Strategy sets out the benefits of Nuneaton Parkway being in proximity to the A5 noting its future upgrade to an expressway. The council would also welcome the acknowledgment that opportunities may arise for development of Nuneaton Parkway to facilitate or benefit from collaborative funding arrangements to deliver localised infrastructure improvements. This could include schemes that contribute towards the upgrade of the A5 to expressway or delivery of improvements to the rail bridge between Dodwells and Sketchley Lane to address the issue of clearance on the A5, an action identified in the A5 Strategy.

Investment priorities and delivery

Warwickshire 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 the County Council will fully engage with a variety of partners and stakeholders in order to realise these ambitions.

1) Engagement with key industry partners, including Network Rail and the Department for Transport

2) WCC Development of Schemes the County Council will continue to develop programmes of work that will help deliver improvements to the rail network for our residents and businesses. This will include a range of work programmes, including the development of new stations, car park capacity improvements and station facility enhancements.

3) Engagement with West Midlands Rail and Midlands Connect; Warwickshire County Council are key members of both organisations and it is vital that we continue to influence the work of both these organisations to secure positive outcomes for Warwickshire.

4) Re-Franchising opportunities. WCC will fully engage with the DfT and Train Operators as appropriate to secure improvements to rail services and station facilities via re franchising

specifications. Of particular relevance include the franchises currently operated by the following Train Operators; Chiltern Railways, West Midlands Rail/London North Western, Cross Country, Great Western Railways and Virgin Trains. The County Council

5) **Wider Stakeholders.** The County Council will continue to engage with wider stakeholders, including other local authorities, LEPs and key groups to progress schemes. Of particular significance is the North Cotswold Line Task Force which aims to deliver the shared vision of the group.

12. Do you have any comments to make on investment priorities and delivery?

5) Wider Stakeholders – The Borough Council would welcome ongoing dialogue with Warwickshire County Council and other key stakeholders regarding the delivery of the proposed Nuneaton Parkway.

Further comments

Please use the space below to make any other comments on the draft strategy.

The Borough Council supports the draft Rail Strategy and welcomes the proposed service improvements between Birmingham-Leicester and improved connectivity between Coventry-Leicester through the introduction of a direct service and a proposed new station between Nuneaton and Hinckley.

Equalities monitoring

Warwickshire County Council collects equality data about staff, members and users. The purpose of collecting this information is to ensure that we can identify, tackle and prevent issues that would otherwise prevent engagement and ensure our processes and services are suitable for and reach as wide an audience as possible. Information submitted is anonymous and will not be stored with personal information that makes you identifiable.

You do not have to give us this information but if you choose to it will help us to better understand the communities we serve.

If you have any questions in relation to this data collection, please email equalities@warwickshire.gov.uk

1. How old are you?

- | | |
|--------------------------------|---|
| <input type="radio"/> Under 18 | <input type="radio"/> 60 - 74 |
| <input type="radio"/> 18 - 29 | <input type="radio"/> 75 + |
| <input type="radio"/> 30 - 44 | <input type="radio"/> Prefer not to say |
| <input type="radio"/> 45 - 59 | |

2. Do you have a long standing illness or disability (physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities)?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

3. What is your ethnic group?

- | | |
|--|---|
| <input type="radio"/> White British | <input type="radio"/> Chinese |
| <input type="radio"/> White Irish | <input type="radio"/> Other Asian Background |
| <input type="radio"/> Gypsy or Traveller | <input type="radio"/> Mixed - White and Asian |
| <input type="radio"/> Other White background | <input type="radio"/> Mixed - White and Black African |
| <input type="radio"/> Black or Black British - African | <input type="radio"/> Mixed - White and Black Caribbean |
| <input type="radio"/> Black or Black British - Caribbean | <input type="radio"/> Other Mixed Background |
| <input type="radio"/> Other Black Background | <input type="radio"/> Arab |
| <input type="radio"/> Asian or Asian British - Bangladeshi | <input type="radio"/> Other Ethnic Background |
| <input type="radio"/> Asian or Asian British - Indian | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Asian or Asian British - Pakistani | |

4. What is your gender?

- | | |
|----------------------------------|---|
| <input type="radio"/> Female | <input type="radio"/> Prefer to self-describe |
| <input type="radio"/> Male | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Non-binary | |

5. Does your gender identity match your sex registered at birth?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

6. Do you have a religion or belief?

- | | |
|-----------------------------------|--|
| <input type="radio"/> No religion | <input type="radio"/> Muslim |
| <input type="radio"/> Buddhist | <input type="radio"/> Sikh |
| <input type="radio"/> Christian | <input type="radio"/> Spiritual |
| <input type="radio"/> Hindu | <input type="radio"/> Any other religion or belief |
| <input type="radio"/> Jewish | <input type="radio"/> Prefer not to say |

7. What is your sexual orientation?

- | | |
|---|---|
| <input type="radio"/> Bi / bisexual | <input type="radio"/> Heterosexual / straight |
| <input type="radio"/> Gay man | <input type="radio"/> Other |
| <input type="radio"/> Gay woman / lesbian | <input type="radio"/> Prefer not to say |

Thank you for completing this survey, please return using the Freepost address below.

Business Reply
Licence Number
RTKH-YLUH-BLER



Draft Warwickshire Rail Strategy Consultation
Warwickshire County Council
Communities Group
Barrack Street
WARWICK
CV34 4TH

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