



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 The previous Rail Strategy, as contained within Warwickshire's Third Local Transport Plan, is out of date.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

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