



Coventry City Council

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8<sup>th</sup> February 2017

Our ref: C/LMK

Dear Member,

### **Supplementary Agenda – Meeting of the Business, Economy and Enterprise Scrutiny Board (3) - Wednesday, 15th February, 2017**

The papers for the above meeting were circulated yesterday. At the time of publication, the document 'Coventry Rail Story', in relation to the agenda item below, was not available. The document has now been received and is attached to this letter. Please include it with your papers for the meeting.

- **Agenda Item 4. SESSION 1 - 9.30AM** (Pages 3 - 28)

How can train connectivity support economic development and business growth in the city?  
Presentations from witnesses  
Questions from Members

In addition, please note that the **start time of the meeting is 9.30a.m.** and not 10am as indicated on the agenda for the meeting.

Apologies for any inconvenience caused.

Yours sincerely

Lara Knight  
**Governance Services Officer**

**Membership:** Councillors R Auluck, S Bains, J Birdi, R Brown, M Hammon, R Lancaster, A Lucas, T Mayer, J McNicholas (Chair) and H Sweet  
**By invitation:** Councillors R Ali, K Caan, J O'Boyle and D Welsh





# Coventry Rail Story

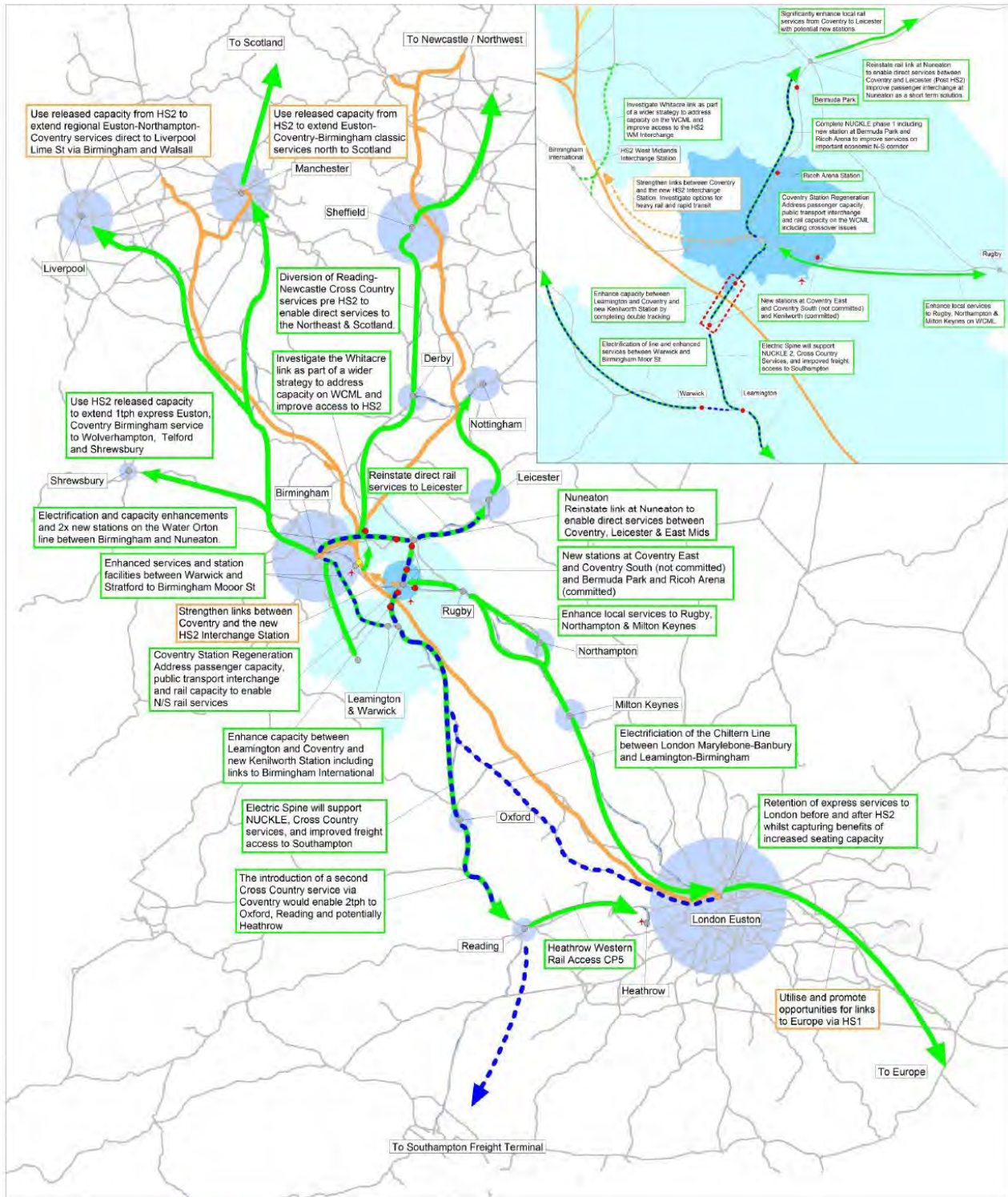
## A Rail Investment Strategy for Coventry



September 2013

[www.slcrail.com](http://www.slcrail.com)

Coventry Rail Investment Strategy Summary



	Priority for rail service enhancements		Rail station (existing)
	New/proposed electrification project		Rail station (proposed)
	Classic rail network		Airport
	HS2 route		Coventry
	West Midlands HS2 Interchange		Destination targeted for improved links
			Warwickshire

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# A Rail Investment Strategy for Coventry

## STRATEGIC CONTEXT

1. Coventry is the 13<sup>th</sup> largest City in the UK, with a population of 317,000. Following the loss of its primary manufacturing role in the 1970s, the City has significantly developed its service, health, technology and knowledge economy and 2 universities. However, Coventry has higher unemployment and lower economic output than the UK average.
2. By 2021 Coventry's population will grow by 15%, nearly 50,000 people, faster than any other part of the West Midlands, with 33,000 new jobs required by 2028. Its key strategy is growth via employment rather than housing, avoiding becoming an unsustainable dormitory city.
3. Coventry is at the heart of the UK transport network, immediately accessible to the national M1, M6 and M40 motorway corridors, on the West Coast Main Line (WCML) and UK-wide Cross Country rail network, and only 1 hour from London Euston.
4. This connectivity is key to the city's historic and ongoing economic transformation, with Coventry enjoying 80% growth in rail use since 2008, the highest outside London, used by 5.4 million passengers in 2012, just over 17,000 on each working day.
5. This exceptional growth in rail use coincided with the major WCML upgrade completed in 2008, which supported a 50% increase in service frequency between Birmingham, Coventry and London Euston and reductions in journey times of up to 20 minutes.
6. Further significant passenger growth is expected, from 30% in the West Midlands by 2020 to 38% on the Birmingham-Coventry-Euston route by 2024. Coventry Station will manage more than 7 million passengers p.a., another 6,000 per day by 2023, only marginally fewer than its 2001 daily footfall of 7,000. By 2043 this will rise to 11 million, or 34,000 per day.

This is a major capacity challenge.

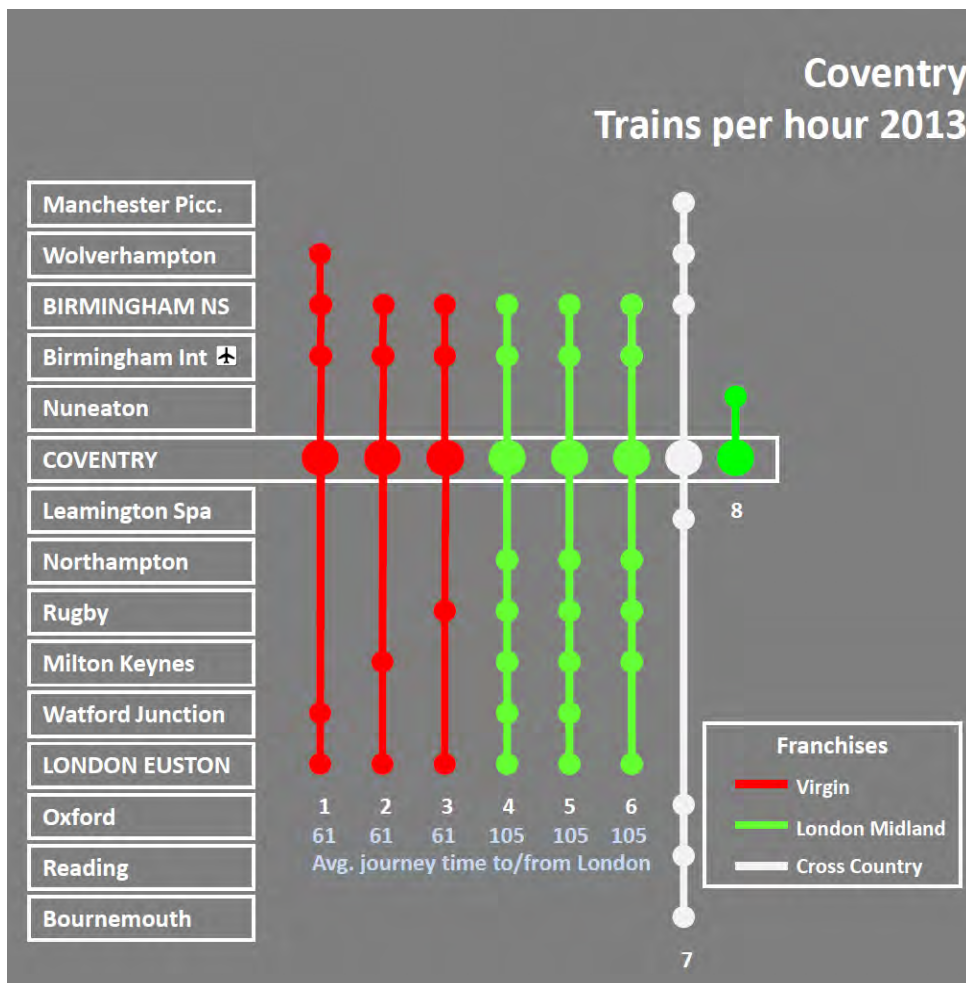
7. At the same time rail does not contribute to Coventry's economy as effectively as it should :-
  - Other than fast London services, WCML connectivity is poor, with infrequent and often slow services, for example to growing economies such as Milton Keynes
  - Coventry is not directly connected to the North East, and has only hourly services to the Thames Valley and the North West
  - Coventry has no direct service to the East Midlands
  - Coventry has a very limited local network
  - 40% of rail journeys are inward to Coventry, and inward commuting forms less than 4% of the rail market, compared to c. 30% for the Birmingham Travel to Work area

## COVENTRY RAIL STORY

8. For a city of its size, Coventry is poorly served other than in terms of direct services to Birmingham and London. Rail development can and should support the City's UK-wide, regional and local economic connectivity and access to labour markets.

Coventry's direct rail services in 2013 are illustrated at Figure 1 (below).

FIGURE 1 – COVENTRY RAIL SERVICES 2013 (TRAINS PER HOUR)



9. The relationship between rail services and economic growth is well documented, and forms the rationale for High Speed 2 (Hs2) between London, the West Midlands, and the North, with Birmingham-London journey times reduced from 84 minutes to 49 minutes.
10. Hs2 generates 3 key risks to Coventry : -
- ♦ Hs2 bypasses the City and provides no benefit in London connectivity. Counter-intuitive to 'go north to go south' from Hs2's Birmingham Interchange 8 miles to the northwest, it will take 10% longer for Coventry passengers than today's direct rail service. Hs2 is not a justification for a reduction in direct WCML Coventry – London connectivity.

- ◆ Hs2 has been proposed as a rationale for reduction in frequency of express services between Coventry and London, with some suggestions of only 1 express service per hour. **Such a scenario would be wholly unacceptable to Coventry.**
- ◆ Hs2's Birmingham Interchange, adjacent to the NEC and Birmingham Airport, is a stimulus to Solihull's M42 Gateway Project and its forecast 63,000 new jobs may draw development away from Coventry if the City's own rail connectivity were diminished.

11. Hs2 provides 3 parallel opportunities for Coventry : -

- ◆ Hs2 frees capacity on the existing rail network, potentially facilitating : -
  - Faster direct WCML Coventry-London Euston services
  - Higher frequency local services between Coventry and Birmingham, and more direct services to destinations such as Wolverhampton and Walsall
  - New and additional direct WCML services between Coventry, Manchester, Liverpool, the North West and Scotland
  - Better connectivity between Coventry and the UK-wide Cross Country network
  - Better connectivity to expanding WCML economies such as Northampton and Milton Keynes
  - A step-change in local services to and from Leicester and the East Midlands
- ◆ Hs2 offers major journey time benefits to the North of England, via Birmingham Interchange, transforming the City's potential relationship with economies such as Manchester, Leeds and Sheffield which become around an hour away from Coventry.
- ◆ It places the City within a 'best connected' region and high capacity transport corridor, attracting large investment from which a pro-active Coventry can benefit

12. However Hs2 Phase 1 West Midlands-London is 13 years away in 2026. Hs2 Phase 2 West-Midlands-North is 20 years distant in 2033, beyond the horizon of Core Strategies such as Coventry's which looks to 2028.

Coventry's growth agenda requires : -

- ◆ ongoing development of the existing rail network now and before Hs2
- ◆ active inclusion in planning for the network after Hs2
- ◆ avoidance of blight in the meantime
- ◆ earlier delivery of Hs2 Phase 2

13. The Government's CP5 'High Level Output Statement' (HLOS) commitment to electrification from Southampton to Nuneaton via Coventry by 2019 (the 'Electric Spine'), places the City at the heart of the most capable W10 gauge freight routes in the UK from the deep sea ports of Southampton and Felixstowe. This is a key opportunity for Coventry to develop its freight and logistics economy.

### PURPOSE OF THE COVENTRY RAIL INVESTMENT STRATEGY

14. This Coventry Rail Investment Strategy consciously draws upon the approach taken by the DfT in its HLOS process in setting out Coventry's vision for a transport network that supports the City's economic growth and competitiveness, defining the railway that it wishes to see delivered before and after Hs2, rather than being determined by existing rail capacity.

### COVENTRY'S MARKETS FOR TRAVEL

15. Coventry has 4 core existing rail travel markets :-
  - ◆ **LONDON** – London travel is core to Coventry's rail market, forming nearly one third of originating travel, and one quarter overall; given high fare yields, it also forms half of the station's revenue. But 75% of Coventry's rail travel is NOT to or from London.
  - ◆ **BIRMINGHAM AND CENTRO AREA** - notwithstanding Coventry's geographical separation from Birmingham and the metropolitan districts of the West Midlands, and their relative poorer economic performance (other than Solihull), over 40% of Coventry rail travel is to or from the Centro area and 20% to or from Birmingham City Centre. Sustaining and enhancing this connectivity is a key requirement for Coventry.
  - ◆ **COMMUTING** – rail plays only a small part in Coventry-inward commuting, unsurprising given the very limited commuting network and the poor level of services, particularly Leamington-Leicester, and the lack of direct services from other towns such as Solihull, Warwick or Hinckley; equally the high service levels on the local Birmingham-Coventry network have not hitherto stimulated a strong inward commuting market to the City.
  - ◆ **LONG DISTANCE** – Coventry has the limited advantage of 1 Cross Country service per hour between Bournemouth and Manchester; this is insufficient to provide the City with a quantum of connectivity and frequency to facilitate the development of a coherent long distance market, notwithstanding UK-wide connectivity required, for example, by Coventry's 2 universities and developing Knowledge Business Sector

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### ECONOMIC CASE FOR RAIL ENHANCEMENTS

16. Coventry has prepared a high level, indicative model assessing the economic benefits (Gross Value Added GVA and jobs) of enhanced rail connectivity for the city. These form the basis for the service priorities set out later in this Rail Investment Strategy, and for further detailed development work Coventry wishes to undertake in partnership with the rail industry.

The model generates an order of priority for Coventry : -

- |   |                     |               |
|---|---------------------|---------------|
| ◆ Direct Cross Country services to North East | GVA £307m           | 7500 new jobs |
| ◆ Direct Coventry-Leicester services 2 TPH    | GVA £143m           | 3500 new jobs |
| ◆ Fast services to Milton Keynes 2 TPH        | GVA £48m            | 1200 new jobs |
| ◆ Fast (55m) Virgin services to Euston 3 TPH  | GVA £21m            | 525 new jobs  |
| ◆ Fast (55m) WCML to Euston 2TPH              | As 2013 = no change |               |
| <i>OR</i>                                     |                     |               |
| ◆ 3 TPH WCML to Euston (61m) as 2013          | As 2013 = no change |               |

The key results that emerge from this assessment are : -

- ◆ A faster service between Coventry and Euston could neutralise the economic disbenefit of any proposed reduction from a Virgin 3 TPH to 2 TPH structure
- ◆ The potential benefits of better connectivity between Coventry and the North East and the East Midlands are greater than those related to London services

It should be stressed that its conclusions are indicative at this stage, based on economic modelling representing rational behaviour, and not including the perceptual impacts of any reduction in Coventry-London train service frequency; further detailed analysis will be indicated to provide progressive confidence about the options generated.

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### SEVEN RAIL PRIORITIES FOR COVENTRY

#### 17. **PRIORITY ONE – THINK COVENTRY**

Despite its position as the 13<sup>th</sup> largest city in the country and fastest growing station outside London, Coventry's needs are on the periphery of key bodies planning rail services.

Coventry does not feature in the DfT's HLOS Cities Capacity Matrix, is addressed in part only and in a non-integrated manner in 4 Network Rail Route Utilisation Strategies (RUS), and is not discussed as a distinct market in any of the draft 'Market Studies' published in Spring 2013 within Network Rail's new Long Term Planning Process (LTPP).

The need for regeneration of Coventry Station and its infrastructure to accommodate the scale of population and rail growth it faces is not articulated directly in any Network Rail planning.

Coventry sits within the West Midlands Metropolitan area, with its public transport planned on its behalf by Centro. Its location east of and separated from the continuous conurbation of the 6 other metropolitan authorities, as well as its relationship to Leicester and the East Midlands, means its needs are different to and discrete from those of the Birmingham Travel to Work Area which, given its size, necessarily receives a higher level of Centro focus.

At the same time the City is located between the key neighbouring transport authorities of Warwickshire and Leicestershire, with natural travel movements over relatively short distances crossing several administrative boundaries.

Centro's April 2013 prospectus "Towards a World Class Integrated Transport Network" provides a welcome set of proposed enhancements to Coventry's public transport network, including Rapid Transit direct to Hs2 Birmingham Interchange and on urban corridors within Coventry, new local stations in Coventry, and interchange enhancement at Coventry Station. Figure 1 illustrates Centro's vision.

Taken together with Centro's prospective role in specifying and managing a devolved West Midlands Franchise on behalf of the DfT, Coventry thus forms part of a strong, influential and empowered player within the National Rail industry.

To build on this Coventry seeks to establish a joint planning partnership to more fully engage rail industry bodies (DfT, Network Rail, Centro, Hs2, Train Operating Companies, Freight Operating Companies and other local authorities) in understanding and developing Coventry's rail markets, infrastructure and services in a fully integrated way.

"**THINK COVENTRY**" is a shorthand title for the partnership.

The highly successful regeneration of Reading Station for passenger and freight services is a useful precedent.

“THINK COVENTRY” will encourage national, regional and local marketing of Coventry’s rail connectivity, which will be a key element in the success of the range of passenger service outputs set out in this Rail Investment Strategy, as well as the City’s developing relationship to the freight and distribution market with the implementation of Electric Spine.

Coventry seeks wider visibility of the existing ‘NETWORK COVENTRY’ brand used by Centro in respect of buses services in the City. The development of new regional and local rail services and stations, Rapid Transit and Coventry Station regeneration, all proposed in this Rail Story, will enable rail to become a strong component of ‘NETWORK COVENTRY’ (or a wider ‘NETWORK COVENTRY AND WARWICKSHIRE’ brand), significantly enhancing its profile as the identity integrated public transport for the City and its surrounding sub-region.

### 18. PRIORITY TWO - BENEFITING FROM Hs2

Coventry intends to seek maximum benefit for its economy from the investment being made in Hs2 by Government. The 4 key outputs that support this are :-

- ◆ KEEPING COVENTRY AND LONDON CONNECTED

Reducing the frequency of Coventry’s direct service to London Euston from 3 trains per hour has a clear negative impact on the City’s economy. At the same time it is recognised that a 2 train per hour fast service can free capacity, otherwise unavailable, for new local, regional and national connectivity for Coventry.

The negative economic impact can be mitigated by journey time reductions to London. Virgin Trains has set out the potential of 135mph running to deliver these.

**Coventry would only accept reduction to a 2 trains per hour fast London service if both journey time enhancements and new local, regional and national connectivity were coherently planned and delivered.**

- ◆ CONNECTING TO HIGH SPEED 2

Frequent, fast train services between Coventry Station and Hs2 Birmingham Interchange via the Birmingham International-Interchange People Mover and Rapid Transit (of a form yet to be determined) from the City direct to Birmingham Interchange. This will support Hs2 Phase 1 connectivity from Coventry for Heathrow Airport, Greater London destinations via Crossrail, Europe via High Speed 1, and Hs2 Phase 2 connectivity for North East and North West England.

The quality of the ‘People Mover’ between Birmingham International and Birmingham Interchange is a high priority and Coventry will continue to engage actively with Hs2 and other stakeholders to see its design maximises ease of access for Coventry users.

Coventry will work with all partners to see the development and delivery of a Rapid Transit connection between the City and Birmingham Interchange.

### ◆ THE WHITACRE LINK

The June 2013 Marshall/Byng report suggests that a re-instated Whitacre Link route between Hampton in Arden and Coleshill offers direct connectivity to Hs2 Birmingham Interchange from all West Midlands rail lines, avoiding Birmingham New Street.

Coventry supports ongoing assessment of the benefits and costs of the Whitacre Link, and believes it has the potential to provide or support : -

- direct heavy rail connectivity to Hs2 Birmingham Interchange
- alternative routing for local passenger services between Birmingham International and Birmingham New Street, enhancing WCML capacity and performance
- alternative routing for freight services to use/crossing of the WCML at Coventry
- alternative routing for passenger services from Leamington Spa and Coventry to the East Midlands and beyond
- enhanced rail access to Birmingham International Airport, supporting its growth and development to the wider benefit of the West Midlands and the Coventry and Warwickshire sub-region

Coventry will support the wider assessment of West Midlands rail capacity and train service patterns necessary to release the benefits the Whitacre Link could provide.

The route of the Whitacre Link should be protected for potential future public transport use.

### ◆ USING THE CAPACITY RELEASED BY HS2

The 3 trains per hour/20 minute interval structure of West Midlands to London Euston fast services limits calling patterns and frequency for other services on the route, and notwithstanding increased capacity on 'Pendolino' trains delivered in 2012, the WCML is forecast to be at or beyond capacity by 2025.

A key component of the case for Hs2 is its provision of wholly new rail capacity and release of capacity on the WCML and the wider National Rail Network.

Actively planned utilisation of this released capacity to enhance Coventry's long distance services will achieve a step-change in its regional and local connectivity, and enable extension of WCML services northwards to create new direct services from Coventry to Liverpool, the North-West, Scotland and the north-west Midlands. This is set out in Sections 15, 16 and 17, with the base case shown at Figure 2 (page 11).

The potential to increase overall train frequency by changing from the 3 train per hour structure of Virgin services is illustrated in indicative form at Figures 3 and 4 (page 12). This could deliver an increase from 7 to 9 trains per hour between Coventry and Birmingham, supporting the City's objectives to enhance long distance, regional and local services.

- ◆ **WEST MIDLANDS INTERCHANGE**

The Hs2 Birmingham Interchange should be re-named "**WEST MIDLANDS INTERCHANGE**" or "**WEST MIDLANDS HUB**" to reflect its regional role and value beyond Birmingham alone, be more comprehensible to passengers, and be consistent with Hs2's 'East Midlands Hub' concept.

*\* On May 28<sup>th</sup> 2013 Virgin Trains announced its intention to link some current Scotland-Birmingham New St. services to Coventry and London Euston from December 2013. This extends the current Euston-Wolverhampton service which is 1 of the 3 Coventry-Euston services. Coventry welcomes this initiative and will seek closer engagement with Virgin Trains and the DfT to ascertain the long-term security of this service and its impact on WCML capacity and performance.*

FIGURE 2 – COVENTRY RAIL SERVICES POST 2026/HS2 – INDICATIVE BASE CASE OUTPUT (TRAINS PER HOUR)

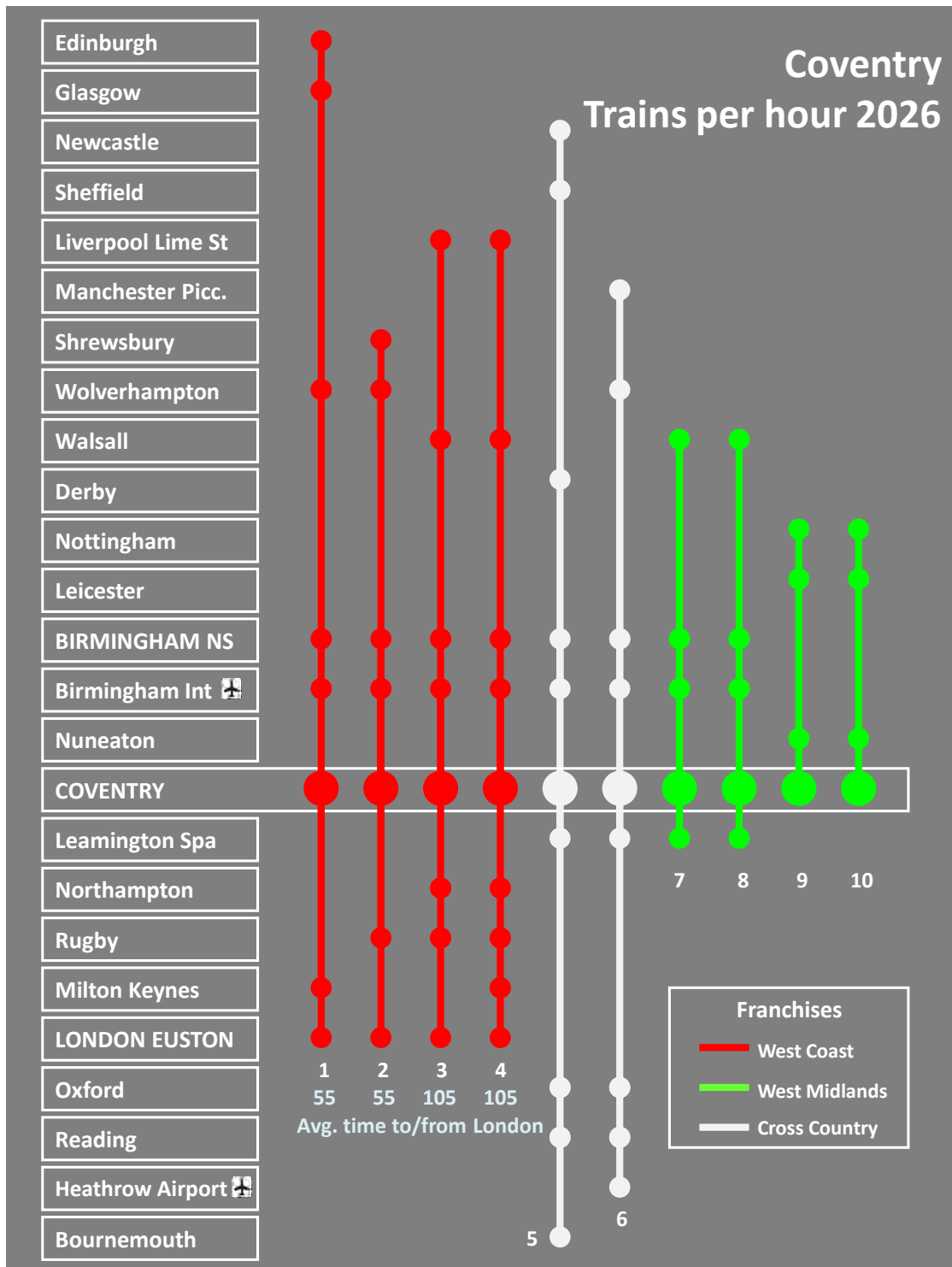


FIGURE 3 – COVENTRY – BIRMINGHAM TRAIN GRAPH 2013 – 7 TRAINS PER HOUR/ 3 VIRGIN TPH

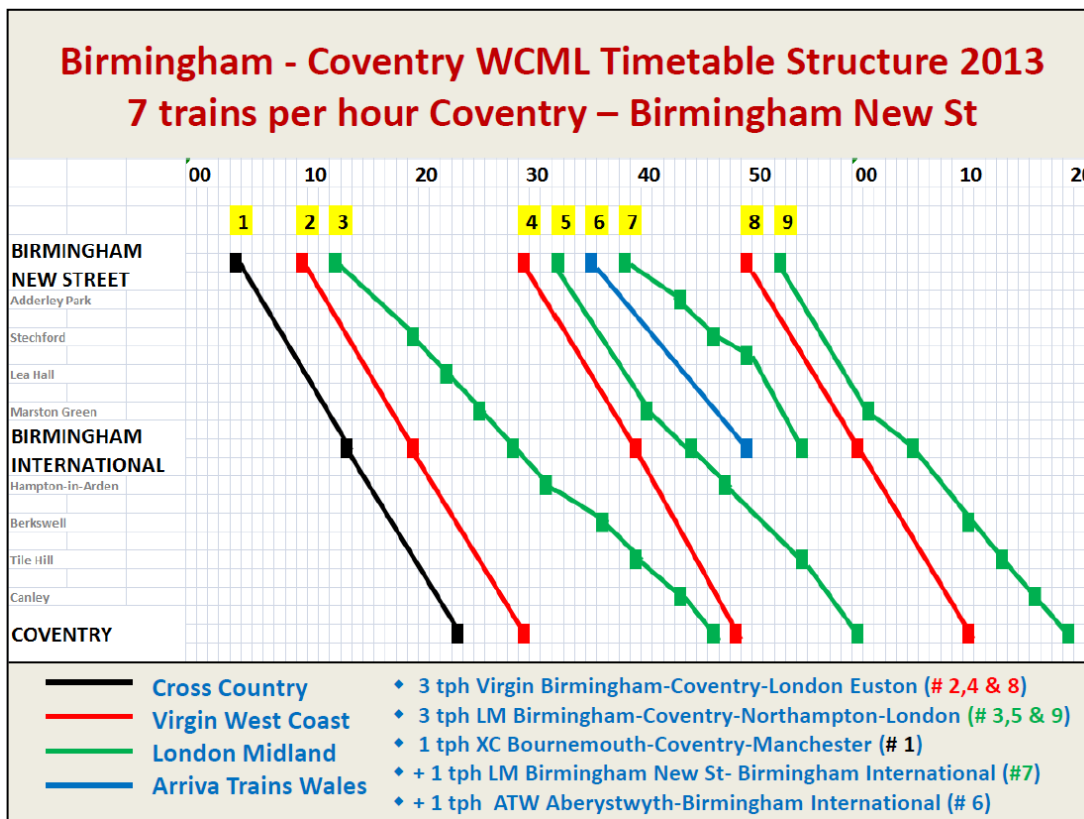
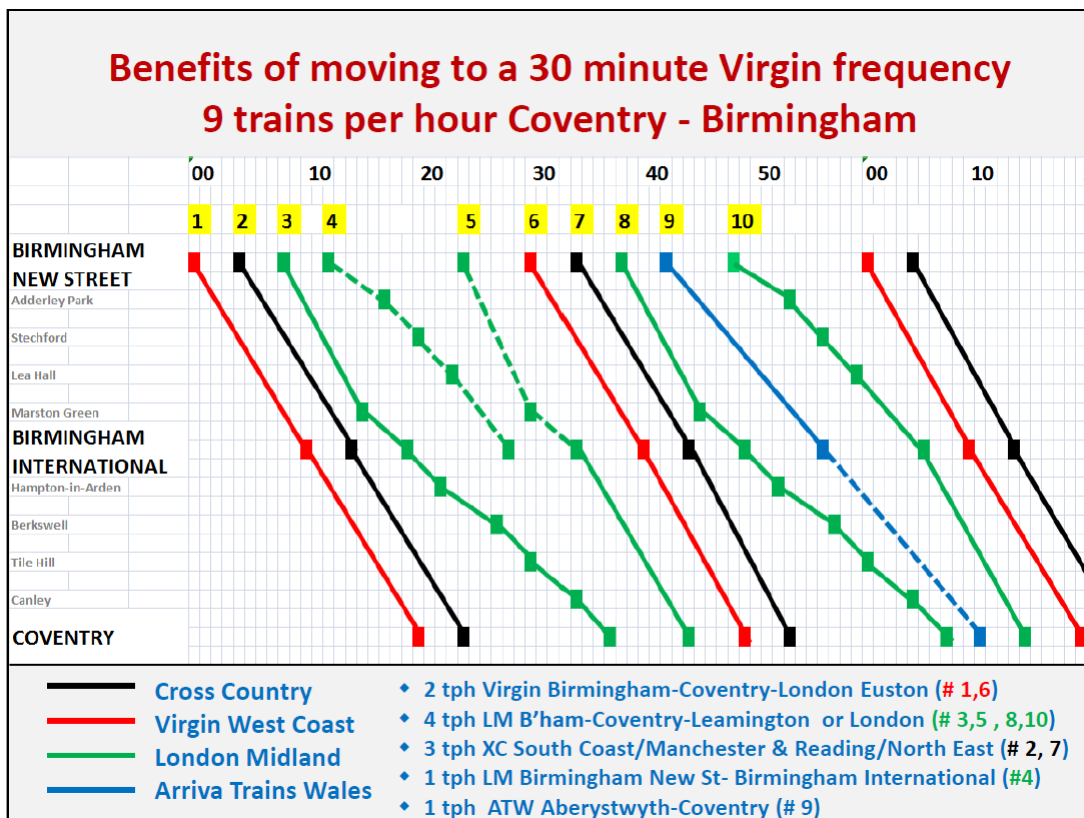


FIGURE 4 – COVENTRY – BIRMINGHAM TRAIN GRAPH POST HS2 – 9 TRAINS PER HOUR / 2 VIRGIN TPH



### 19. PRIORITY THREE- LONG DISTANCE MARKETS FOR COVENTRY BEFORE HS2

Coventry has an under-developed market for long-distance travel as its direct WCML services operate only between Wolverhampton, Birmingham and London, whilst its Cross Country service between Southampton, the Thames Valley and Manchester is hourly only.

In 2012, the non-WCML long-distance market was 0.6m passenger trips per annum, or 1,800 day, with two thirds using the direct South Coast/Manchester service and one third connecting at Birmingham New Street to Cross Country services to the North East, illustrating the value of direct trains.

In supporting Coventry's growth strategy in technology, health and knowledge sectors, the long-distance network connects Coventry's 2 universities to 28 other provincial universities (Figure 5 - page 15).

Coventry thus seeks or supports the following 3 key outputs :-

- ◆ **CONNECTING COVENTRY ACROSS THE UK BEFORE HS2**

Early implementation of the rail industry plan to divert Reading-Newcastle services via Coventry which, in adding to the existing Bournemouth-Coventry-Manchester service, provides Coventry with 2 trains of Intercity ambience per hour to Reading and the Thames Valley, and hourly direct services to the South Coast, Manchester, Derby, Sheffield and Newcastle (an enhancement with a strong benefit-cost ratio of 3.5)

During 2013 Network Rail is developing 'Conditional Outputs' for train services made possible by the HLOS Electric Spine. Coventry will engage with Network Rail to seek assessment of hitherto un-developed service options made possible by Electric Spine which could include :-

- South Coast/Thames Valley – North East services via Coventry and Nuneaton avoiding Birmingham New Street
- South Wales/Bristol – North East services via Oxford, Coventry and Nuneaton avoiding Birmingham New Street
- London Paddington/Thames Valley – Birmingham New Street electric services via Coventry

- ◆ **CONNECTING COVENTRY AND HEATHROW AIRPORT BEFORE HS2**

The HLOS commitment to western rail access to Heathrow Airport from Reading by 2019, which together with 2 direct Cross Country Coventry-Reading services, substantially enhances the City's access to Heathrow at least 6 years before Hs2. The Cross Country Newcastle-Reading service could and should be extended to Heathrow Airport, providing an hourly direct service not only for Coventry but for multiple key cities and towns in the Thames Valley, West Midlands and the North East.



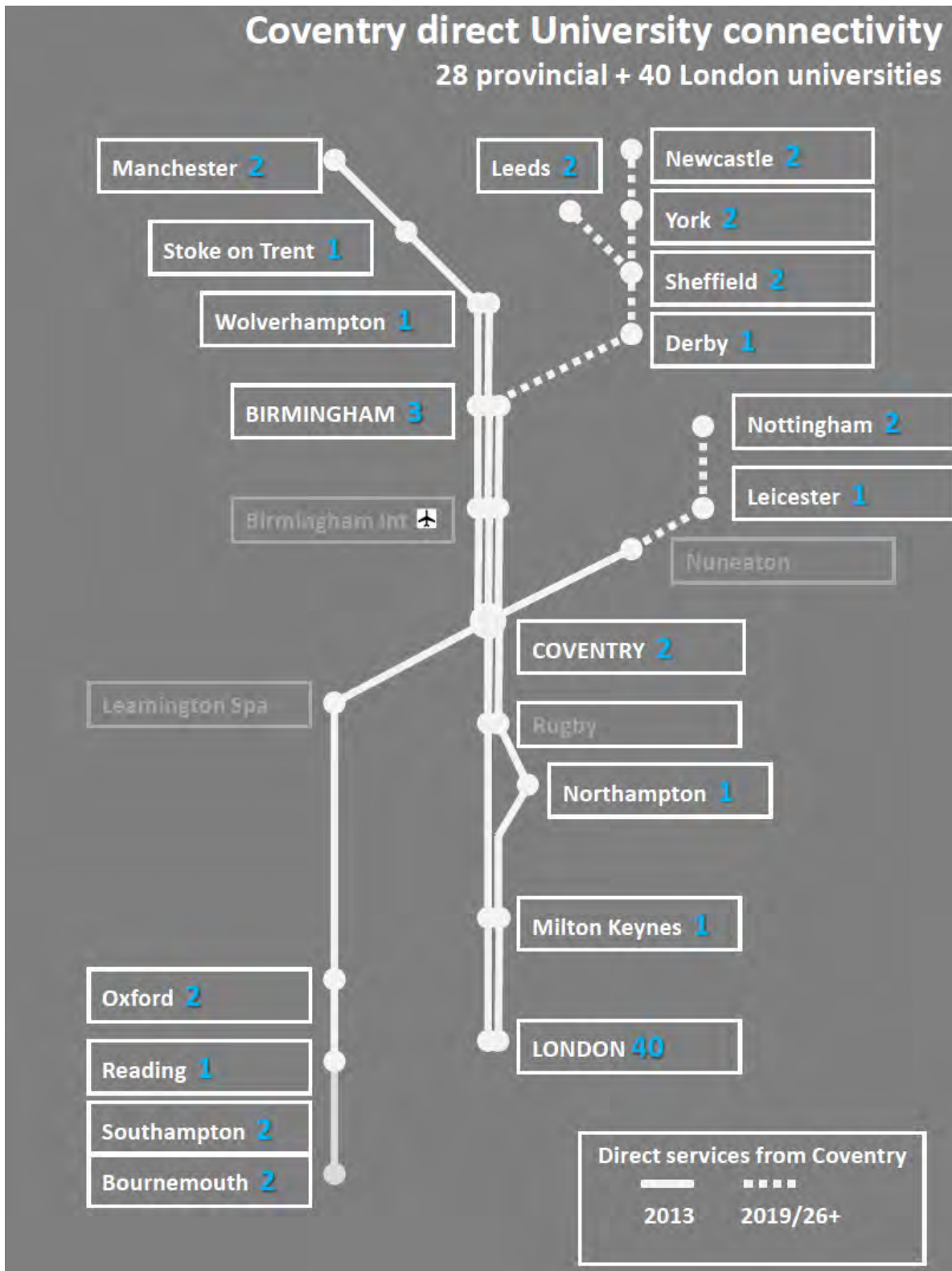
- ◆ **BETTER CONNECTING COVENTRY AFTER HS2**

Extension of Euston-Coventry-Birmingham WCML Intercity trains after 2026 to Glasgow/Edinburgh, and Shrewsbury, and Euston-Northampton-Coventry-Birmingham regional services to Liverpool (as proposed by Centro), which will compliment the development of Hs2 West Midlands-North services and provide Coventry passengers with a wider range of choice of services.

Taking together generic growth of c. 30%, together with passenger volume uplifts experienced on the WCML and the Chiltern line by frequency, journey time and connectivity improvements, pre-Hs2 long distance markets would grow to 0.98m passengers per annum, up by 1,200 to 3,000 passengers per day.

Irrespective of mode, public transport access from Coventry to Hs2 services at Birmingham Interchange will involve multiple changes e.g. from Classic Network train to 'People Mover' to Hs2 train. The negative impact of changes upon the attractiveness of a train journey is well-understood. The value of these new direct services to and from Coventry thus cannot be underestimated.

FIGURE 5 - COVENTRY DIRECT UNIVERSITY CONNECTIVITY 2013 AND 2019/26+



### 20. **PRIORITY FOUR - BIRMINGHAM AND CENTRO AREA**

Birmingham is the principal regional market for Coventry, forming 50% of travel between Coventry and the Centro Area, and 20% of all travel to and from Coventry.

Total passenger volumes to the Centro Area is anticipated to grow from 2.15 million per annum, or 6,750 passengers per day in 2013, to 2.9 million in 2023, or 9,000 per day. By 2043 this will have grown to 4.3 million or 13,500 per day.

The mix of services in 2013 provides good connectivity between the 2 cities. In recognising the prospective capacity benefits of a change from a 3 to 2 train per hour Virgin service structure, and given the scale of forecast growth, Coventry seeks the following 3 outputs : -

- ◆ Increasing capacity before Hs2 implementation, prospectively via delivery of the 2<sup>nd</sup> Cross Country service
- ◆ Increased frequency of services post Hs2, taking advantage of the prospective increase of paths from 7 to 9 trains per hour
- ◆ Regular interval departures and calling patterns for local London Midland services

### 21. **PRIORITY FIVE - REGIONAL MARKETS FOR COVENTRY**

Economies connected to Coventry by rail, and outside of the Birmingham Metropolitan area, have high historic and forecast levels of growth.

Coventry's predicted 15% population growth to 2021 is matched by 17% growth 2001-2011 in Leicester, and 14% forecast growth to 2021 in Rugby, Northampton and Milton Keynes.

Nearly 0.5m Coventry passenger journeys are to and from 'WCML South' destinations, (those before London Euston), around 1,500 per day, or 10% of Coventry rail travel. With a catchment including Coventry of 1.04 million people (2011), growth on this corridor to 2024 is forecast to be more than 30%, adding around 500 more trips to and from Coventry.

By contrast there are only 40,000 journeys p.a. between Coventry and Leicester, around 125 per day, some 34% down since 2004, coinciding with the severance of direct services when the WCML upgrade at Nuneaton removed this operational capability. The catchment including Coventry is 1.03m people (2011), with employment development in Nuneaton and Coventry likely to encourage more commuter movement westwards.

In parallel congestion is building on the M69 Coventry-Leicester motorway (the existence of which illustrates the market and demand for connectivity between the two cities) and M69/M1 Junction 21 west of Leicester, with no current affordable scheme proposed to address the latter.

It is not credible that the markets for rail travel between these 2 catchments differ by a ratio of 1 to 10, and this is clearly, instead, a function of the difference between an hourly, slow connecting service and a fast mixed regional and intercity service of up to 5 trains per hour. Coventry thus seeks or supports the following 3 outputs : -

- ◆ **MORE WCML CAPACITY BEFORE HS2**

Delivery of additional capacity on London Midland services between Coventry, Rugby, Northampton, Milton Keynes and onwards to London Euston to sustain and stimulate forecast rail growth and development of labour market sharing

- ◆ **THE MISSING LINK - COVENTRY AND LEICESTER BEFORE AND AFTER HS2**

A new rail industry focus on meeting the market for rail travel between the 2 expanding cities of Coventry and Leicester, with : -

- Closer timetable planning and marketing of Coventry-Nuneaton and Nuneaton-Leicester service
- A significant enhancement of interchange facilities at Nuneaton Station before 2026
- Implementation of direct Coventry-Leicester services after Hs2 releases capacity at Nuneaton in 2026.

- ◆ **RE-CONNECTING ACROSS NUNEATON AFTER HS2**

To support this Network Rail's planning process should, along with its LTPP/Market Studies work, begin to assess the best means of enabling direct Coventry-Leicester passenger service connectivity across the WCML at Nuneaton from 2026. There is ample time.

A key gap in the Electric Spine concept is electrification between Nuneaton and Leicester, and Nuneaton and Birmingham. Centro has voiced its support for inclusion of these routes for several purposes, including diversionary capability for the Birmingham-Coventry route.

Electrification would support development of Coventry-Leicester connectivity, aiding this by rolling stock integration of Leamington-Coventry-Birmingham, WCML local, and Coventry-Nuneaton-Leicester services, and facilitating a potential Coventry-Nuneaton-Birmingham service.

To take the lead in developing these outputs Coventry intends to seek the active support of Centro and close partnership arrangements not only with the rail industry, but with local authorities in Warwickshire, Leicestershire, Northamptonshire and Buckinghamshire via its "THINK COVENTRY" initiative.

### 22. **PRIORITY SIX - COVENTRY'S LOCAL TRANSPORT NETWORK**

Commuting by rail into Coventry forms less than 2.5% of the c. 50,000 inward commuters per day, less than one tenth of the 30% of commuters Centro report use rail to access Birmingham.

5% of the c. 32,000 outward commuters from the City use rail.

This limited use of rail for commuting into Coventry is unsurprising. The City has an extremely restricted local rail network, with only 2 stations at Tile Hill and Canley to the west of the City, and the station is outside of the Ring Road, just under 1km from the heart of the City Centre.

However key committed development includes Friargate, immediately adjacent and around Coventry Station. Offering 14,500 new jobs, access to labour markets within and outside of the City will be key to its success.

Along with Centro and Warwickshire County Council (WCC), Coventry has begun the development of the local network along the Coventry-Nuneaton corridor with the 'NUCKLE 1' project providing 2 new local stations at Ricoh Arena and Bermuda Park, and in June 2013 the Secretary of State for Transport announced WCC's successful bid to the DfT's New Stations Fund for a £5m contribution to the 'NUCKLE 2' project for a new station at Kenilworth.

NUCKLE 1 is forecast to generate a further 317,000 journeys, new to rail, via Coventry Station, or just under 1000 per day, and Kenilworth 160,000, or 520 per day, to a total of 477,000 and 1500 per day by 2016.

Taken together the two NUCKLE initiatives alone would increase passenger journeys to, from or through Coventry by around 9% of 2012 levels, illustrating the suppressed demand for rail travel in and around the City.

Coventry recognises that development of new stations in and around the City is restricted by the location of the station, the established geography of the 4 rail routes converging on it, the configuration of the City with much employment located on its edges, and that WCML capacity is heavily utilised until Hs2 is delivered in 2026.

These factors mean that heavy rail may either not be the appropriate service for parts of the City or not feasible, and hence Coventry and Centro are jointly developing a Rapid Transit concept as a complimentary initiative.

The scale of economic development in and around the City indicates, however, that some new stations may have a case, particularly after Hs2 releases WCML capacity in 2026. The City's approach is to assess the level of need for public transport development before determining whether any particular mode, such as heavy rail, is appropriate rather than solely to be driven by current operational railway feasibility.

Assuming the successful delivery of NUCKLE 1 by 2015, Coventry thus seeks or supports the following 3 outputs, timed to take account of rail developments : -

- ◆ **KENILWORTH STATION**

Delivery of Kenilworth Station (NUCKLE 2), along with NUCKLE 1, is essential to the progress of employment development schemes such as Friargate, together with the further regeneration of Coventry City Centre, both key elements of the City's Core Strategy to 2028.

- ◆ **NEW STATIONS ON THE NUCKLE CORRIDOR**

Assessment of other new station locations on the NUCKLE corridor before or after Hs2 implementation will align with development of Coventry's Strategic Regeneration Areas, such as Paragon Park/Foleshill between Coventry Station and the NUCKLE 1 Arena Station, further development of the University of Warwick adjacent to the Kenilworth line, and beyond Nuneaton at Earl Shilton where Elmesthorpe station site is protected for the support of 4,500 houses to be delivered by 2026.

- ◆ **NEW STATIONS ON THE WCML CORRIDOR**

The release of WCML capacity via Hs2 enables consideration of hitherto non-feasible options such as new stations on the WCML. A priority for assessment is the Wilenhall/Binley area to the east of Coventry, close to 2 key development sites at Coventry and Warwickshire Gateway (15,000 jobs), and London Road gateway, Stoke Aldermoor Strategic Regeneration Area, and Coventry Airport.

## COVENTRY RAIL STORY

### 23. PRIORITY SEVEN - COVENTRY STATION – A NEW GATEWAY TO THE CITY

Coventry Station was extensively re-built in the 1960s WCML electrification. Its innovative, light, open and airy design has been recognised via its Grade II listing, and it has accommodated significant growth in passenger footfall, almost doubling in the past 10 years.

However it is now tired, with limited passenger facilities, poor integration with other forms of transport, limited in its rail capacity for growth, and neither a good gateway for Coventry nor delivering as much commercial benefit to the City as it could.

FIGURE 6 – COVENTRY : AN ANONYMOUS STATION



FIGURE 7 – COVENTRY STATION : ROUTE FROM CAR PARK



## COVENTRY RAIL STORY

Coventry Station's rail infrastructure layout presents significant challenges to growth, with the HLOS-committed Electric Spine electrification between Southampton, Coventry and Nuneaton likely to require more crossing movements across the WCML.

The station thus now needs another transformative regeneration to meet 8 key objectives : -

- ◆ **GATEWAY** - to meet Coventry's ambition for a high quality national, regional and local Gateway that supports the major economic growth, new investment and new jobs required by the City
- ◆ **PASSENGER EXPECTATIONS** - to meet consistently rising passenger expectations in respect of standards, facilities, security and accessibility
- ◆ **GROWTH** - to accommodate forecast rail patronage growth of 30-38% by 2024, taking passenger footfall from 17,000 per day to nearly 25,000 per day, 3 times higher than in 2001
- ◆ **CITY CENTRE** - to support the City's key focus on regeneration of the City Centre's retail, commercial, employment and leisure
- ◆ **FRIARGATE** -to be an integrated component of the extensive Friargate development taking place right around it, contributing to its success and gaining from the investment it represents
- ◆ **INTERCHANGE** - to become a properly developed multi-modal interchange, making it much easier to access
- ◆ **COMMERCIAL** - to take much greater advantage of its commercial potential, whether directly relating to the rail passenger market, or more broadly in developing its footprint (with Friargate, Network Rail and other 3<sup>rd</sup> party developers)
- ◆ **RAIL CAPACITY** - to accommodate and align with growth required in rail capacity required for new passenger and freight services

Coventry welcomes the Electric Spine; it would not be acceptable, however, for growth in freight traffic through the station to compromise the capacity for passenger growth.

It will also not be acceptable for Coventry Station to continue to be on the periphery of multiple different rail plans and strategies as has been the case, for example, in the recent Network Rail Route Utilisation and Long Term Planning Market Studies processes.

Coventry thus intends to prepare a Masterplan for regeneration of the station as part of the "THINK COVENTRY", to seek the engagement of Network Rail, Centro, Train Operating Companies and industry investment bodies such as the Network Rail-Virgin Trains 'Local Delivery Group', and to develop CP5 match-funding opportunities with industry schemes such as the National Stations Improvement Project (NSIP).



During summer 2013 Coventry has secured £7.5m Major Scheme funding via the Coventry and Warwickshire Local Transport Board towards regeneration of Coventry Station, and prepared a bid to the European Regional Development Fund (ERDF) for a further £3m.

Successful progress towards transformation of Coventry Station to match the needs and ambition of the City is thus a high priority within the Coventry Rail Investment Strategy.

### A 4-PART APPROACH TO COVENTRY STATION REGENERATION

Coventry seeks a 4-part approach to regeneration of Coventry Station with, which it will promote via its “**THINK COVENTRY**” initiative, and intends to take forward via a Master-Plan to be prepared in late 2013/early 2014 :-

#### ◆ **COVENTRY STATION STRATEGY 1 : INTEGRATION WITH COMMITTED SCHEMES**

Early assessment of incremental options for integration between committed rail schemes and others adjacent to, surrounding or relevant to Coventry Station :-

- NUCKLE 1 - 5<sup>th</sup> platform at Coventry Station
- Warwick Rd pedestrian tunnel, rail-bus interchange and Platform 5/car park access enhancements – subject of August 2013 ERDF Bid
- Friargate development design including highway access, public realm and pedestrian walking route schemes

#### ◆ **COVENTRY STATION STRATEGY 2 : SHORT TERM/QUICK WINS 2013-2015**

Immediate enhancements to facilities and public realm in partnership with Centro and Virgin Trains, the current ‘Station Facility Owner’ (SFO), to deliver ‘Quick Wins’ between 2013 and 2015, including :-

- New, highly visible ‘identity’ signage on the station
- A National Rail ‘double arrow’ on an adjacent high-rise building to improve the station’s visibility on pedestrian and highway routes
- Enhanced walking route signage to and from the City Centre
- Improved bus/rail interchange facilities at the station frontage and Warwick Road
- An overall ‘tidy-up’ and ‘de-clutter’ of station facilities and ambience

### ◆ COVENTRY STATION STRATEGY 3 : MEDIUM TERM MASTERPLAN 2013-2019

Preparation and delivery of a Masterplan for regeneration of Coventry Station between 2015 and the end of CP5 in 2019, including: -

- Integrated planning with the Friargate development
- Detailed attention to capacity to meet passenger volume growth and the addition of new services (e.g. NUCKLE 1 and 2, 2<sup>nd</sup> Cross Country), including concourse/ticket hall, platform facilities, the length of canopies, car parking and retail and commercial facilities
- A proactive and innovative 'Interchange Plan' integrated with Rapid Transit, bus and highway developments, as well as the detailed design of Friargate
- Maximising the aesthetic value of the Grade II listed building to actively enhance the quality of the station as the Gateway to Coventry
- Preparation for the station to prospectively come under the operation (SFO) of the West Midlands Franchise from 2017, with local control and focus enhancing its regional and local capability in addition to its InterCity role, and supporting local investment in its facilities
- Planning to accommodate Network Rail's passenger and freight Conditional Outputs for the DfT's Electric Spine to be delivered at or after 2019

### ◆ COVENTRY STATION STRATEGY 4 : LONG TERM TO Hs2 PHASE 1/2026 & Hs2 PHASE 2/2033

Development of a long-term Infrastructure Capacity Plan with DfT, Network Rail and Centro, enabling the station to accommodate prospective developments including: -

- The opportunities offered by release of capacity by Hs2 after 2026
- WCML passenger service re-cast following Hs2 Phase 1 commissioning
- Direct connectivity via Coventry Station to Hs2 Birmingham Interchange for London, the south east and Europe (2026) and the north (2033)
- Additional direct long distance Cross Country and WCML services to the south coast, Thames Valley, North East and North West
- Enhanced connectivity between Coventry and the East Midlands
- Further enhanced local services on NUCKLE and WCML corridors
- Freight service enhancements stimulated by Electric Spine after 2019

As previously stated, the highly successful regeneration of Reading Station for passenger and freight services is a directly relevant model and precedent.

24. PROGRAMME

Coventry intends to get on swiftly with developing its rail network with its key partners, Centro and Network Rail, to be proactive in this, and to generate momentum, credibility and multi-source investment for its long-term strategic objectives by delivery of visible, real enhancements in the immediate future between 2013 and 2015.

The City’s outline programme is shown at Figure 8.

FIGURE 8 – COVENTRY DRAFT HIGH LEVEL OUTPUT STATEMENT DELIVERY PROGRAMME

	Short term	Medium term	Long term	30 years
	2013-2015	2013-2026	2013-2033	2013-2043
<b>EVENTS</b>	<ul style="list-style-type: none"> <li>CP5 begins 2014</li> <li>Franchise extensions LM + VT + XC</li> </ul>	<ul style="list-style-type: none"> <li>New franchises</li> <li>W-MIDS/WCML/XC</li> <li>Devolution → Centro</li> <li>ELECTRIC SPINE</li> <li>Heathrow W. Access</li> <li>2<sup>nd</sup> XC service</li> <li>NUCKLE 1 + 2</li> </ul>	<ul style="list-style-type: none"> <li>Hs2 Phase 1 : 2026 West Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Hs2 Phase 2 : 2033 Leeds/Manchester</li> </ul>
<b>WEST MIDLANDS RAIL &amp; PARTNER-SHIP WORK</b>	<ul style="list-style-type: none"> <li>“<b>THINK COVENTRY</b>” initiative</li> <li>Coventry Station Quick Wins</li> <li>Franchise extension benefits</li> <li>Ticketing technology</li> <li>Centro Fare Zones structure incl. ‘<b>NETWORK COVENTRY</b>’</li> </ul>	<ul style="list-style-type: none"> <li>Devolved W-MIDS Franchise Spec.</li> <li>Coventry Station Local management Regeneration</li> <li>Rapid Transit</li> <li>Hs2-WM Interchange</li> <li>Coventry-Leicester &amp; Nuneaton Interchange (+ NR)</li> <li>New NUCKLE Stations</li> </ul>	<ul style="list-style-type: none"> <li>Post-Hs2 Phase 1 Classic Network Service Specification</li> <li>135mph running on WCML franchise</li> <li>Coventry-Leicester Nuneaton ‘Dive Under’</li> <li>New WCML local station(s)</li> </ul>	<ul style="list-style-type: none"> <li>Post-Hs2 Phase 2 Classic Network Service Specification</li> <li>Hs2-WM Interchange Maximise N-bound benefits</li> </ul>
<b>COVENTRY STATION</b>	<ul style="list-style-type: none"> <li>QUICK WINS</li> <li>Public realm</li> <li>Identity/signage</li> <li>Interchange</li> </ul>	<ul style="list-style-type: none"> <li>REGENERATION</li> <li>Masterplanning</li> <li>Masterplan Delivery</li> <li>Interchange</li> <li>Friargate (FG)</li> <li>Infrastructure capacity plan 2026+</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure capacity upgrade post-Hs2 Phase 1</li> <li>Nuneaton ‘Dive Under’ Pre or post-Hs2 Phase 1</li> </ul>	
<b>RAIL INDUSTRY</b>	<ul style="list-style-type: none"> <li>“<b>THINK COVENTRY</b>” initiative</li> <li>NR Long Term Planning Process Consultations</li> <li>Centro Vision</li> <li>DfT Franchise extension benefits</li> <li>Hs2 Hybrid Bill</li> </ul>	<ul style="list-style-type: none"> <li>DfT CP6 HLOS planning</li> <li>DfT WCML/XC Franchise Spec.</li> </ul>		
<b>THIRD PARTIES</b>	<ul style="list-style-type: none"> <li>ECN. Partnerships Leicester-Leics County Northampton Warwickshire Solihull</li> </ul>	<ul style="list-style-type: none"> <li>ECN. Partnerships N. West / N. East Thames Valley Heathrow UK universities pre-2<sup>nd</sup> XC service</li> </ul>		

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