



West Midlands Rail Investment Strategy Update

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West Midlands Rail Executive is a movement for change,
driving a revolution in rail services for West Midlanders



WMRIS

Consultation Draft

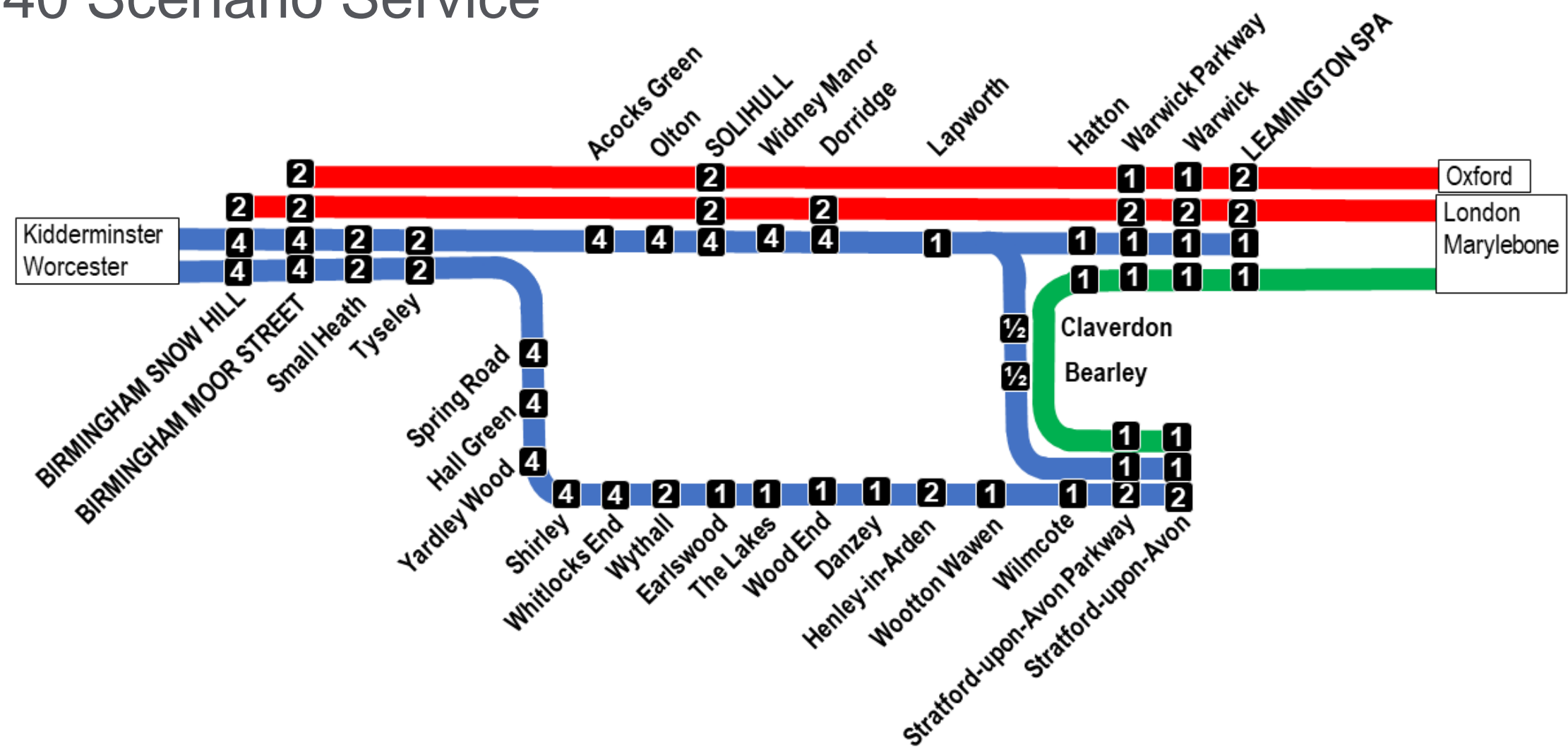
- Updated document developed to reflect changes from previous 2018 strategy
- Stakeholder/public consultation held 25/10-28/11



Strategic Objectives

	Strategic Objective	Desired outcomes
1	To support the recovery from Covid-19	Recovery of passenger volumes to pre-pandemic levels as soon as possible
2	To contribute to net zero	Modal shift from road to rail and a rolling programme of electrification
3	To deliver Midlands Rail Hub	Our key transport project that delivers improved connectivity across the region
4	To maximise the benefits of HS2 to the West Midlands	Improving access to HS2 from across the region and improving HS2 service offer
5	To develop high growth corridors whilst reducing social deprivation and levelling up	A train service on each corridor that matches demand whilst also providing access to jobs and education
6	To maximise access to the rail network	A network that is easy to use for all people, inclusively
7	To support the movement of goods by rail	A network that has the capacity and flexibility to carry more freight
8	To consider radical change in the long term	A plan that can be developed with industry support for the network needed in the 2050s

2040 Scenario Service



Birmingham - Leamington/Stratford – Future Improvements

	Service Changes	Main Infrastructure Enhancements
By 2026	Return to pre-pandemic frequencies	Reinstatement of Birmingham Snow Hill platform 4
2026-2031	New Birmingham Moor Street – Oxford service	Leamington – Kenilworth doubling Leamington station remodelling
2031-2040	Local frequencies increased Birmingham Moor Street – Oxford service increased More services Stratford – London	Solihill route upgrade (CRUG North) Electrification of Snow Hill Lines
2040-2050	To be considered	No major change

Consultation Responses

- Consultation held on WMRE website, but email responses also received
- Press releases promoted consultation
- Emails sent to stakeholders
- 333 Responses – 90% from individuals
- People asked to comment on overall objectives and specific issues

Strong support for Strategic Objectives

	Strategic Objective	Desired outcomes	All %		Individual %		Business %	
			Support	Oppose	Support	Oppose	Support	Oppose
1	To support the recovery from Covid-19	Recovery of passenger volumes to pre-pandemic levels as soon as possible	87	1	86	1	100	0
2	To contribute to net zero	Modal shift from road to rail and a rolling programme of electrification	89	2	89	2	100	0
3	To deliver Midlands Rail Hub	Our key transport project that delivers improved connectivity across the region	86	1	87	1	89	0
4	To maximise the benefits of HS2 to the West Midlands	Improving access to HS2 from across the region and improving HS2 service offer	72	8	72	9	100	0
5	To develop high growth corridors whilst reducing social deprivation and levelling up	A train service on each corridor that matches demand whilst also providing access to jobs and education	85	2	85	2	100	0
6	To maximise access to the rail network	A network that is easy to use for all people, inclusively	97	0	97	0	100	0
7	To support the movement of goods by rail	A network that has the capacity and flexibility to carry more freight	89	1	89	1	100	0
8	To consider radical change in the long term	A plan that can be developed with industry support for the network needed in the 2050s	85	2	85	2	88	0

Key Themes from Individuals

- The need for rail service frequencies to be restored to pre-Covid levels as quickly as possible. This was particularly flagged for the Shrewsbury, Cross City and **Snow Hill lines**.
- The need to deliver improvements as quickly as possible, and not wait many decades for some changes to be delivered
- Very strong support for **decarbonisation initiatives**, and in particular the **delivery of electrification**
- The importance of ensuring that rail is properly **integrated into wider public transport networks**, with **affordable and simple fares**.
- The importance of ensuring that the rail network is fully accessible to all users.
- Various local issues e.g.
 - Reopening of Wellington – Stafford, **Stratford – Honeybourne**

Issues Raised by Stakeholders

- The need for the customer to be considered at the heart of any plans
- The need to ensure that freight is integrated throughout the document
- Stronger recognition of the role the Cotswold Line has in serving the south of the region
- Stronger discussion about the links to mid/north Wales, Cheshire and the North West, including specific concerns about any potential future loss of connectivity between Wales and Birmingham International.
- The need for rail to adapt to the impact of wider policy changes – e.g. the move to electric vehicles and possible future policies on charging for road use
- The need to align rail plans with wider development plans and partner authority Local Transport Plans
- Stronger recognition of the benefits that Community Rail initiatives can have in delivering a better customer service and quality of network

Birmingham – Leamington/Stratford Responses

The main comments was again a request for improved service provisions with regards to frequency, reliability and capacity (41%)

A quarter (25%) supported the electrification of the line

11% specifically agreed with the increased services between Stratford-London/Prioritise Stratford-Honeybourne/London-Paddington

	% Public
Improve service provisions (frequency/weekends/evenings/reliability/capacity)	41
Strongly support the electrification/Electrification of the Snowhill line	25
Agree with increased services between Stratford-London/Prioritise Stratford-Honeybourne/London-Paddington	11
More services to Leamington/Improve connections between XC-CR services at Leamington	9
The Stratford-upon-Avon to Birmingham services are slow/Need speeding up	7
Perspire/Evesham/Honeybourne stations to be included in the WMRE area/Extend WMRE area/Beyond Stratford	7
New lines/Services/Circular services needed	
New Oxford services be more inter-urban	5

Strongly support the recommendation to electrify the Snow Hill line to reduce air pollution and potentially increase train frequency.

Low frequency of trains at off peak periods is currently a major barrier to growth, especially when combined with poor reliability (cancelled / very late trains). Electrification and a more frequent service is key to taking cars off the roads.

Next Steps

- Consultation process showed strong support for WMRIS
- WMRIS was formally endorsed at WMRE Board in December
- Final drafting updates now being undertaken to take account of relevant comments and correct errors
- Report on consultation process being produced
- Final version will be published shortly on WMRE website