

Staffordshire Rail Summit

Draft Workshop Report

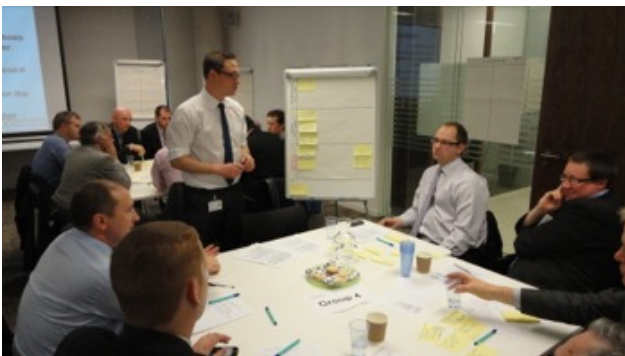


Wednesday 9th January 2013
09:30–15:00
No. 1 Staffordshire Place,
Stafford ST16 2LP



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Introduction & Workshop Objectives

Staffordshire County Council is keen to develop a guiding rail strategy for the county. To mark the start of this important area of work over forty organisations were brought together to both establish the key rail priorities for the county and discuss the solutions required to ensure Staffordshire enjoys a rail service that meets both current and future needs.

Workshop objectives

The workshop content was designed so that by the end of the workshop, participants will have:

- Learnt more about the emerging rail strategy for Staffordshire;
- Heard views from representatives within the rail industry;
- Identified the key rail issues currently facing Staffordshire;
- Discussed potential solutions related to these key issues.

Workshop Programme

The final programme was as follows:

Time	Session
10:00	Welcome
	Recognising the importance of rail <i>Cllr Mike Maryon, Staffordshire County Council Cabinet Member for Highways & Transport</i>
	Developing a rail strategy for Staffordshire – the journey begins... <i>Clive Thomson, Commissioner for Transport & the Connected County, Staffordshire County Council</i>
	A view from the industry – Network Rail <i>Chris Skilton – Senior Strategic Planner, Network Rail</i>
	A view from the industry – North Staffordshire Community Rail Partnership <i>Faye Lambert – Community Rail Officer & Michael Willmot – Chair, North Staffordshire Community Rail Partnership</i>
	Break & networking – tea & coffee served
	Workshop 1 – Identifying the key issues facing Staffordshire
12:30	Lunch & networking – light buffet provided
	Workshop 2 – Solutions, from the pragmatic to the aspirational
	Where to from here?
15:00	Close

The workshop was externally facilitated by Pete Spriggs www.clearerthinking.co.uk

Attendees

The workshop was attended by the following people:

Name	Organisation	Name	Organisation
Ben Davies	Arriva Trains Wales	Robin Smith	Rail Freight Group
Peter Bethell	Birmingham City Council	Andrew Millward	Railfuture
Matthew Hardy	Cannock Chase Council	Jon Hayes	Shropshire Council
John Morgan	Cannock Chase Council	David Strang	Solihull Metropolitan Borough Council
Steven Fisher	Centro	Andrew Johnson	South Staffordshire Council
Toby Rackliff	Centro	Alex Yendole	Stafford Borough Council
Keith Fitch	Chase Line Rail Promotion Group	Peter Davenport	Staffordshire County Council
Andrew Ross	Cheshire and Warrington Local Enterprise Partnership	Nick Dawson	Staffordshire County Council
Richard Gibson	Cross Country Trains	Clare Horton	Staffordshire County Council
Elizabeth Charlton	Department for Transport	Stephen Knott	Staffordshire County Council
Kevin Williams	Derbyshire County Council	Cllr Mike Maryon	Staffordshire County Council
Josie Connolly	East Midlands Trains	Rowley Osborn	Staffordshire County Council
Jay Khetani	East Midlands Trains	Dean Sargeant	Staffordshire County Council
Philip Somerfield	East Staffordshire Borough Council	Will Spencer	Staffordshire County Council
Tim Jackson	Freightliner Group Ltd	Clive Thomson	Staffordshire County Council
Michael Leadbetter	Freightliner Heavy Haul	David Davies	Staffordshire Moorlands District Council
Martin Higgins	GDF Suez Energy UK-Europe	Jonathan Dale	Stoke-on-Trent & Staffordshire Local Enterprise Partnership
Oliver Dove	Lichfield District Council	Austin Knott	Stoke-on-Trent City Council
Craig Jordan	Lichfield District Council	Matt Oxby	Stoke-on-Trent City Council
Ian Jackson	Lichfield Rail Promotion Group	Matt Bowers	Tamworth Borough Council
Gerard Burgess	London Midland	Geoff Kitching	Telford and Wrekin Council
Richard Clarke	London Midland	Sam Dixon	Virgin Trains
David Kemp	Moorland and City Railways Ltd	Glynn MacDonald	Virgin Trains

Name	Organisation	Name	Organisation
Greg Wilson	Moorland and City Railways Ltd	Nigel Schulp	Virgin Trains
Chris Skilton	Network Rail	John Myatt	Walsall Council
Guy Benson	Newcastle-under-Lyme Borough Council	Peter Barnett	Warwickshire County Council
Cllr Andrew Fear	Newcastle-under-Lyme Borough Council	Cllr Peter Butlin	Warwickshire County Council
Tom Nadin	North Staffordshire Chamber of Commerce Ltd	Tony Pattern	Wolverhampton City Council
Faye Lambert	North Staffordshire Community Rail Partnership	David Balme	Worcestershire County Council
Mike Willmot	North Staffordshire Community Rail Partnership		
Austin Hannaby	North Staffordshire Rail Promotion Group		
Jon Heal	North Staffordshire Rail Promotion Group		

Recognising the importance of rail

Unfortunately Councillor Maryon, Staffordshire County Council Cabinet Member for Highways & Transport was unwell so Councillor Ben Adams, Deputy Leader of the Council stepped in to welcome everyone to the first ever Staffordshire Rail Summit.

Cllr Adams reinforced the importance that the organisations present work together in partnership to ensure that the right, targeted improvements are made that will provide access to growth and provide a rail network that meets the needs of Staffordshire businesses, residents and visitors.

Although many opportunities surrounding rail were emerging within Staffordshire at the current time, the county does not currently have a guiding strategy for rail. Opportunities highlighted by Cllr Adams included:

- Entrepreneurial private enterprise
- Electrification of the Chase Line
- HS2
- Devolution of rail in the North and West Midlands
- As part of Beautiful Staffordshire there are rail stations as gateways
- North Staffordshire Community Rail Partnership

Cllr Adams reinforced the Council's view that only from economic growth can we provide for the future and create the opportunities for business, education, employment and leisure that are so crucial for Staffordshire's future success. The Council's top priority outcome is to ensure that Staffordshire's economy prospers and grows, together with the jobs, skills, qualifications and aspirations to support it.

Connectivity is an enabler of economic activity; it can lead to improving productivity, support extensive labour markets and allow businesses to benefit from agglomeration. Connectivity also plays an essential role in helping to ensure that areas and their residents reach their potential for example good connectivity can help stimulate areas of deprivation, support regeneration, support tourist activity and reduce disparities between urban and rural areas.

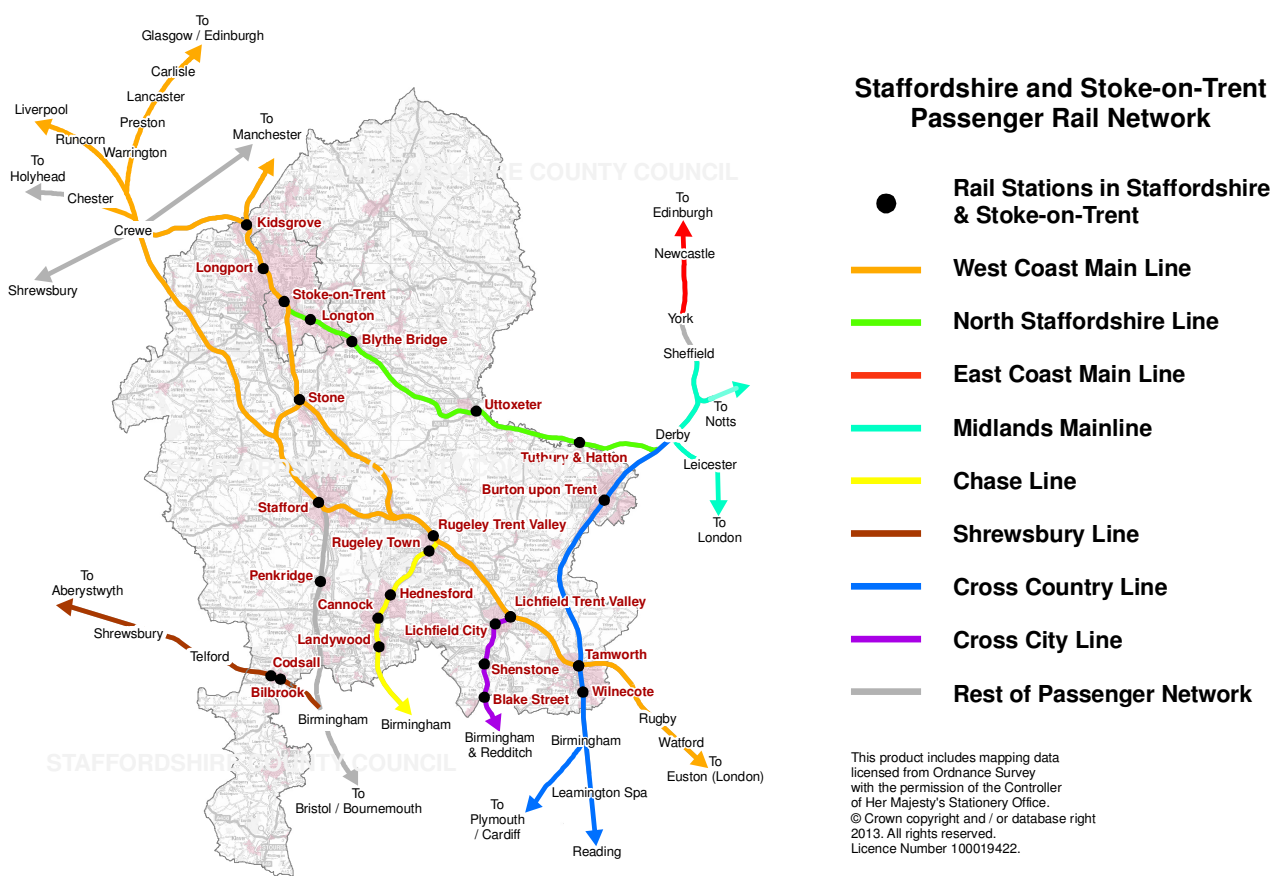
Staffordshire is a diverse area situated near the geographical centre of England. It has a population of over 800,000 and is well connected to the national and international rail network which enables easy access to large economic centres. The area's excellent location and external connectivity has contributed to many inward investment successes over recent years.

Maintaining and improving local connectivity, as well as connectivity nationally and internationally is, therefore, vital to the economic competitiveness and wellbeing of everyone that lives and works in Staffordshire, as well as the 20 million visitors to the area each year. For Staffordshire's economy to be successful our businesses need to be able to interface with their customers and suppliers on a basis that this reliable and internationally competitive. Our overall ambition is to ensure our local infrastructure allows businesses and people to connect efficiently and effectively with each other at a local, national and international level.

Rail services in Staffordshire are a key driver of these objectives. A modern, efficient, safe, punctual, affordable and reliable rail service that takes people where they need to go at a time of day that meets their needs is central to Staffordshire’s ambitions for connectivity. Only by ensuring the provision of good rail links to the right destinations and between Staffordshire’s operational stations can we enjoy a rail service that not only meets the needs of today’s travellers, but that is also able to respond to the ever increasing pressures of tomorrow’s passengers.

The development of the Staffordshire Rail Strategy will, therefore, be essential for providing the relevant policy context and action plans to place Staffordshire in a position that will enable us to maximise the benefits of investment that will achieve long term economic growth. How far we can go is, therefore, very much dependent on the input of rail summit attendees.

Developing a rail strategy for Staffordshire – the journey begins...



Clive Thomson, Commissioner for Transport & the Connected County, Staffordshire County Council gave a short presentation on the need, purpose and draft timeline for the creation of the Rail Strategy. During his presentation he made the following points:

There are 20 local rail stations in the area that offer reasonably good connectivity to both local destinations and those further afield. In 2010/11 over 8.9 million passengers used rail stations in Staffordshire and Stoke-on-Trent.

In addition, we recognise that Staffordshire's rail network plays an important role in the movement of freight and we have good connections to a number of rail freight terminals such as Crewe and Daventry. Staffordshire is also host to a number of preserved and heritage railways such as the Churnet Valley Railway, Foxfield Steam Railway and Chasewater Railway which attract visitors and tourists to the County.

In terms of rail freight, Staffordshire is located at the centre of some important regional and national routes with the most important route for the area being the West Coast Mainline. This is one of the country's principal routes and has over 50 freight trains operating along it per day in each direction.

As highlighted by Cllr Adams we currently have no guiding rail strategy and for the following reasons it is essential that we establish our key priorities in terms of rail to enable us to achieve our ambitions to ensure Staffordshire enjoys a rail service that meets both current and future needs:

- Better connectivity enables growth and prosperity – Staffordshire's top strategic outcome priority is economic prosperity and rail is a key driver of this. In addition, there is increasing member and community interest surrounding rail;
- By identifying our priorities we will be better placed to take advantage of emerging opportunities such as entrepreneurial private enterprise and open access opportunities;
- A rail strategy will provide a sound basis to enable us to effectively respond to national consultations including re-franchising;
- By being clear on our priorities we will be able to maximise any investment opportunities that become available, such as Access for All funding;
- In Staffordshire, the proposed HS2 network will traverse through the County; without a station our residents and businesses will not be able to directly benefit from HS2. Therefore, the classic rail network will continue to be essential for the vast majority in Staffordshire. There is also concern that in the intervening period between the two phases, the rail service offered to our residents, visitors and businesses could be severely compromised. The rail strategy will help us to plan for the best use of released capacity on the classic network upon completion of HS2;
- In line with its aspirations for localism, the Government is seeking to devolve, where appropriate, more accountability and decision-making related to local rail services. We are working collaboratively with partners across the West Midlands and North of England to develop proposals that we are able to fully endorse. The rail strategy and its priorities should help shape our thinking around these proposals;

Rail Strategy Framework

The emerging rail strategy will reflect relevant strategies, policies and other legislative frameworks at both the national and local level including for example the HLOS, RUS, Network Rail's recently announced delivery plan, the emerging long term rail strategies for

the West Midlands and North West, our Local Transport Plan and our integrated transport strategies, and any other relevant documents.

The Rail Strategy will identify Staffordshire's rail issues and priorities in relation to better connectivity, growth and prosperity for our businesses and for the people that work and live in Staffordshire.

Whilst it is intended to be a long term strategy it will also identify short term goals and quick wins. Therefore, the Strategy will contain short, medium and long term targeted action plans.

The Strategy will also be subject to varying consultations, community engagement and agreement with stakeholders.

Timescales

Developing the strategy isn't going to be a short process. However, we are committed to keeping you informed throughout the whole process. Further, we believe that this should be a two way process and would ask that going forward you work with us to develop the Strategy. Since the summit timescales have altered, the new timetable is set out below:

Activity	Milestones													
	Jan 2013	Feb 2013	Mar 2013	Apr 2013	May 2013	Jun 2013	July 2013	Aug 2013	Sept 2013	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014
Rail Summit														
Rail Summit Report														
Purdah			25 th March-2 nd May											
Newsletters														
Publish Summit Report														
Public On-Line Survey														
Publish Survey Report														
Develop a Draft Rail Strategy Framework														
CIA Scoping Report														
Develop Draft Rail Strategy														
Develop Draft CIA														
Draft CIA Consultation														
Draft Rail Strategy Consultation														
Produce Consultation Report														
Publish Staffordshire Rail Strategy														

We were originally planning to feed back on the outcomes of the Staffordshire Rail summit during February and March 2013 along with an online public survey. However the process has taken longer than anticipated, and following Purdah between the 25th March and 2nd of May during which we were unable to enter consultations, publish items, provide you with news and progress etc. we are now able to publish this report, shortly to be followed by an online public survey.

However, rest assured that during this period we have been developing a draft rail strategy framework that will take into account all of the information we have gathered from the summit and the other consultation(s) that will be taking place. This will be subject to consultation during September. At the same time we will also be working on a Community Impact Assessment Scoping Report.

The outcomes of this consultation will be encompassed in a consultation report which will be published and placed on the web and will inform the draft rail strategy and draft Community Impact Assessment. We will undertake public consultation and gain stakeholder agreement during November and December.

We expect the final rail strategy to be published in February 2014.

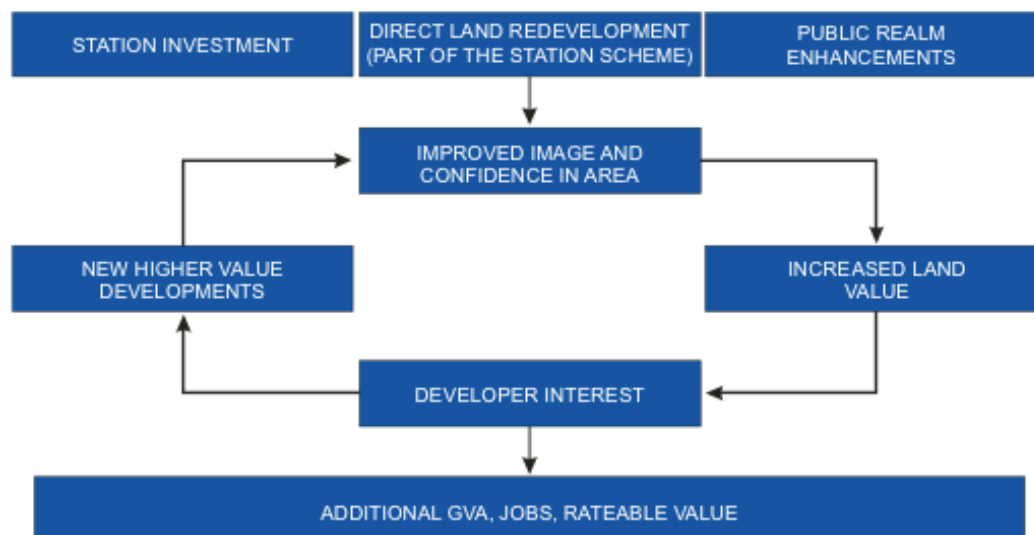
This work will be undertaken by the Connectivity Strategy Team, specifically Clare Horton, Connectivity Strategy Officer.

T: 01785 276636

E: clare.horton@staffordshire.gov.uk

Station Gateways

Station Gateways



In parallel to this we have already begun work on improving our stations as gateways to Staffordshire.

Good quality and functional built environments can be a catalyst for regeneration and also help to address health and wellbeing issues.

Therefore, by investing in stations and their environments (through the Railway Stations Gateway Project) we hope to improve perceptions of the areas concerned, leverage and encourage further investment – leading to improved customer satisfaction and economic activity.

Staffordshire County Council is in a unique position to facilitate the project but obviously requires support and buy-in from the wider rail industry – including pooling of funding to achieve benefits.

What we want from the summit

The aim of the summit was to bring together rail users and rail industry experts from both passenger and freight markets to discuss what the key issues and priorities are for Staffordshire. It is important that we are able to arrive at a consensus around these as they will underpin and ultimately shape our emerging rail strategy.

We want to define what you would like to see out of the strategy, but we are not here to tell the transport operating companies how to operate. We wanted attendees to think about what they want the strategy to do and who will benefit, but to be mindful of practicalities.

It is important to remember that currently most rail passenger services in England are specified, funded and managed centrally by the Department for Transport. Therefore, local authorities' influence over rail services provided in their local area is limited.

Finally we asked attendees to consider whether the priorities they identify are realistic, effective, deliverable and affordable or whether they are aspirational and longer term. Whether they consider there are more effective ways to deliver the solutions proposed – all solutions should be rooted in evidence.

A view from the industry – Network Rail

Chris Skilton, Senior Strategic Planner from Network Rail gave an overview of the organisation's current strategic direction with particular reference to Staffordshire. The key slides delivered are shown below, a full copy of this presentation can be downloaded.

Strategic Direction

- Supporting the Economy
 - Long Term Planning Process
- Investment in the rail network
 - Strategic Business Plan
 - Stafford Area Upgrade
 - Walsall to Rugeley Electrification
- Reducing the cost of running the railways
 - Electrification

Date 09.01.12

2

Long Term Planning Process

- Process to update Route Utilisation Strategies
- Market Studies will forecast demand over a 10 and 30 year period
- Route Studies will develop options for future train services based on outputs from the Market Studies.
- Cross Boundary analyses
- Consultation
- Further information available on www.networkrail.co.uk/LTPP

Date 09.01.12

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Periodic Review 2013

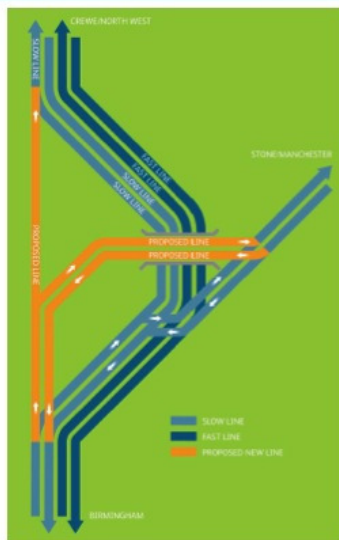


- Sep 2011: Industry publishes Initial Industry Plan (IIP)
- Mar 2012: ORR advice to ministers
- Jul 2012: Government publishes HLOS/SOFA
- Jan 2013: NR publishes **Strategic Business Plan**
- Jun 2013: ORR publish Draft Determination
- Oct 2013: ORR publish **Final Determination**
- Mar 2014: NR publishes **CP5 Delivery Plan**



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Stafford Area Improvement project

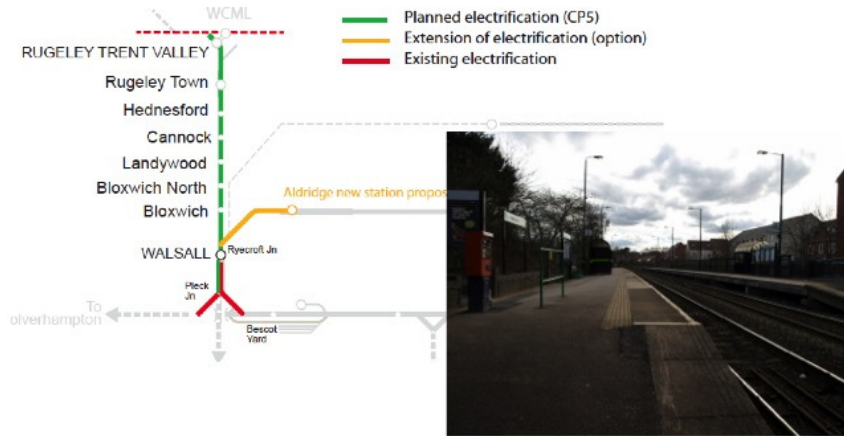


Date 09.01.12



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Walsall – Rugeley Electrification

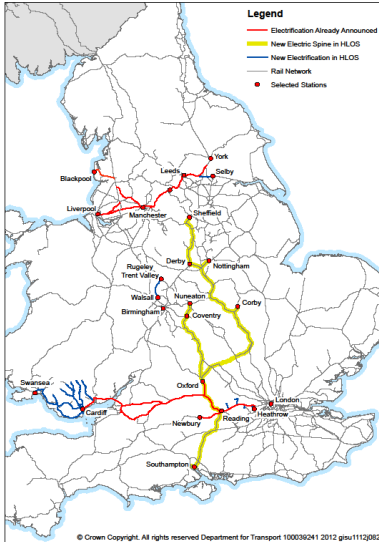


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Electrification

Rail HLOS electrification by 2019



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Network RUS
Electrification
October 2009



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A view from the industry – North Staffordshire Community Rail Partnership

Faye Lambert, Community Rail Officer and Michael Willmot, Chair of the North Staffordshire Community Rail Partnership then gave a presentation about the work of their organisation. The key slides are replicated below. A full copy of this presentation can be downloaded.

What is a Community Rail Partnership?

- A local railway which is specially supported by local organisations
- Involves the TOC, local authorities, voluntary organisations and volunteers
- Encourages station adoption and community involvement
- Employs a Community Rail Partnership Officer (CRPO)
- Since 2005 the DfT has formally designated community rail schemes to recognise the need for different, more appropriate standards than are applied to main line railway routes.

2 North Staffordshire Community Rail Partnership



North Staffordshire Community Rail Partnership

AIMS AND OBJECTIVES

- 1. Promote and develop the line and encourage use of public transport**
- 2. Work in partnership to attract investment and to enhance rail use and local regeneration**
- 3. Develop community involvement – volunteers & local schools**



The importance of volunteers

- 46 volunteers recruited directly through the CRPO – covering all intermediate stations.
- If each vol spends 2 hours per week at their station, this equates to over 4,500 hours per year of volunteer time;
- If each were paid £10 per hour this equates to over £45,000 annually invested in the route.
- Add the donations of plants/bulbs etc. made by volunteers to their stations and . . .
- the environmental improvements are reducing the TOCs costs of repairs because anti social behaviour drastically reduced across the route
the benefits are tremendous!

3 How can a CRP contribute to a county rail strategy?

- **Increase community commitment to, and use of, local rail**
- **Be a forum for discussion and co-ordinated planning and development between local authorities and the TOC**
- **Promote the line and increase ridership**
- **Be 'eyes & ears' of the TOC for when service strengthening is required in support of local events**
- **Campaign on behalf passengers**



Campaign on behalf of passengers

- **Reinstatement of direct service to Manchester airport**
- **Reinstatement of direct service to Nottingham**
- **Rolling stock capacity**
- **Ticketing arrangements to encourage use by students at Staffordshire University and Stoke colleges**



Workshop 1 – Identifying the key issues facing Staffordshire

Following a break for refreshments and networking participants reconvened in seven smaller groups.

Working in pairs, participants are asked to write down what they considered to be the top two key issues relating to rail in Staffordshire under each of the following headings:

- **The Environment (ENV)**
- **Society (SOC)**
- **The Economy (EC)**



Each issue was written on a separate post-it. The Table Facilitator for the group then asked each pair to feed back their issues. These were put up on a flip chart and checked for clarity. Any duplicate issues were removed to generate a 'Master List' for each heading.

Considering the issues listed under each of the three headings, participants then individually voted for what they considered to be the most important issues for rail in Staffordshire. Participants put a 3, 2 or 1 vote as follows:

3 = the most important issue to be addressed under the heading for rail in Staffordshire

2 = 2nd most important issue to be addressed under the heading for rail in Staffordshire

1 = 3rd most important issue to be addressed under the heading for rail in Staffordshire

The votes were totalled up revealing what the group considered to be the most important issue under each heading.

The top rail issues from each group emerged as follows:

Group	Top Environmental Rail Issues		Top Social Rail Issues		Top Economic Rail Issues	
1	ENV1	Facilitate modal shift from road to rail for freight and passenger	SOC1	Facilitate regeneration	EC1	Improve national links – Staffordshire at cross roads
2	ENV2	Encourage modal shift – car to train; road to rail	SOC2	Lack of services (off peak) resulting in a lack of access to services and tourist destinations	EC2	Improved rail infrastructure to stimulate economic growth – route capacity / capability

Group	Top Environmental Rail Issues		Top Social Rail Issues		Top Economic Rail Issues	
3	ENV3	Support electrification to reduce reliance on diesel (emissions), increase connectivity, efficiency savings, support biodiversity / species movement via maintenance regimes	SOC3	Improving accessibility to existing stations through public transport and car parking availability (to increase patronage and improve issues around security)	EC3	Maintain / improve rail service access between local stations and principal stations supporting jobs and tourism
4	ENV4	Electrification – noise and pollution (CO ₂)	SOC4	Park and ride capacity for commuters and other users	EC4	Freight vs passenger, prioritisation of capacity Access to employment: services – Chase Line, Walsall, Burntwood to Lichfield; long distance – direct services
5	ENV5	Modal shift – traffic to rail freight. Been successful but could start to see downturn	SOC5	Easier access to entire ‘end-to-end’ journeys not just the rail component	EC5	West Coast must maintain speed and frequency post HS2
6	ENV6	Better integration with other public transport and sustainable access modes to reduce dependence on car Overcrowding at peak times needs to be reduced by increase in rolling stock availability	SOC6	Using railway to better connect people to jobs, education and healthcare	EC6	Access to employment, education and leisure – train services to match the need, e.g. improved frequency, first and last train times

Group		Top Environmental Rail Issues		Top Social Rail Issues		Top Economic Rail Issues
7	ENV7	Removal of freight off the roads and onto rail	SOC7	Inter modal connectivity	EC7	Range of connections – especially East to West and to Manchester

A full list of the issues identified and their associated scores are shown below:

Group 1

Environmental Issue	Vote
Facilitate modal shift from road to rail for freight and passenger	16
Invest in built environment and public realm	11
Electrification	6
HS2 (destruction of countryside)	6
Reduce congestion and improve air quality	5
Pollution issues – generated by rail and access to rail	4
Flooding (becoming a bigger and bigger problem i.e. Uttoxeter). What defences are in place?	0
Social Issue	Vote
Facilitate regeneration	18
Increase accessibility to Staffordshire	16
Integration with bus network / cycle network	10
Access for disabled; vandalism; personal safety; issue of unmanned stations	4
Economic Issue	Vote
Improve national links – Staffordshire at cross roads	13
Access to HS2	12
Job creation and sustaining existing jobs	10
Regional / national / local connectivity; timetable issues, particularly at night	7
Improve connectivity leads to economic benefits	4
Pressure on A38 with how much it is developing. Is there any way of linking this area with rail?	2

Group 2

Environmental Issue	Vote
Encourage modal shift – car to train; road to rail	21
Lack of transport integration – no holistic approach	16
Lack of: accessibility at stations; 'Access for All'; cycling provision	6
Station quality and parking	3
Reduction in carbon	2
Freight on rail – reduce road transport and therefore congestion	0
Social Issue	Vote
Lack of services (off peak) resulting in a lack of access to services and tourist destinations	15

Social Issue	Vote
Cost of travel	12
Accessibility to stations: DDA compliance; connections with other modes	12
Station improvements – security; information; CCTV; parking; overall journey experience	7
Lack of community involvement and engagement at main stations. Community purpose?! Increased crime (possibly)	2

Economic Issue	Vote
Improved rail infrastructure to stimulate economic growth – route capacity / capability	17
Journey to work – access to jobs in several places; good services for particular commuters e.g. Stone to Birmingham	11
Growth and development opportunities – how to serve by rail	9
High generalised journey cost (fare / frequency / capacity)	4
Access to main business centres – faster, quicker, cheaper (maintained at same level after HS2)	3
Connectivity to jobs (more direct services)	2
Lack of transport integration and services leading to restrained economic growth	1
Stations: location – pre-determined; complexity – multiple parties; opportunities to attract inward investment limited	1

Group 3

Environmental Issue	Vote
Support electrification to reduce reliance on diesel (emissions), increase connectivity, efficiency savings, support biodiversity / species movement via maintenance regimes	12
Improve connectivity with other modes – bikes / bus / walking	10
West Coast Main Line capacity	9
HS2	8
Flooding between Uttoxeter and Stoke, and in the Draycott area	5
HS2 environmental impact to be minimised by design and landscape measures. Response to consultations and lobbying	4
More electrification for reduce footprint	0

Social Issue	Vote
Improving accessibility to existing stations through public transport and car parking availability (to increase patronage and improve issues around security)	11
Local service development as an alternative to road: Birmingham to Derby and Lichfield to Burton	9
More rail provides more access to education, employment and leisure. Rail itself is a major employer so helps support local economy	8
HS2 – local authority support for rail	6
Disabled user access	6
TOC to review ticketing policy and improve image by rolling out 'Oyster Card' type schemes. Increase rolling stock.	4
Station lighting and staffing – creating a safe environment	3

Economic Issue	Vote
Maintain / improve rail service access between local stations and principal stations supporting jobs and tourism	19
Network Rail buy-in: response times; unrealistic requirements; communication	8
Planning and transport to maximise opportunities of rail as a driver for new growth and development. Existing and new stations and key settlements	6
Car Parking charging policy – can be an issue in rural and urban areas	4
Network Rail – speed and cost of development decisions	3
Freight gauge clearance – freight terminals	3
Fare rises 'commuter tax'	3
Local authority support for rail freight through planning system	2
More park and ride facilities to reduce car journeys and drive rail patronage. Strategy must embrace <u>all</u> modes to connect	0

Group 4

Environmental Issue	Vote
Electrification – noise and pollution (CO ₂)	16
Perception that freight trains are nasty and dirty	14

Social Issue	Vote
Park and ride capacity for commuters and other users	9
Above inflation price increases prices rail out of people / company budgets	6
Availability of rolling stock	5
Final mile (getting to / from the station) puts people off travelling by train	5
Connectivity – local, regional, national	5
Re-opening of strategic passenger lines	3
Re-opening of passenger line from Lichfield – Derby to serve new settlements in Fradley	3
Access / safety at stations: staffing; access between platforms and onto stations	0

Economic Issue	Vote
Freight vs passenger, prioritisation of capacity	7
Access to employment: services – Chase Line, Walsall, Burntwood to Lichfield; long distance – direct services	7
Increase in track access charging will reduce freight by rail – current ORR proposal is 344% increase!	6
Effect on HS2 on existing network – unpredictable	5
Capacity of West Coast mainline in long term	5
Access to rail network (new housing)	3
The cost of infrastructure improvements to the network	2
Maintenance demands. Freight needs 24/7 access	1

Group 5

Environmental Issue	Vote
Modal shift – traffic to rail freight. Been successful but could start to see downturn	20
HS2 / HS3	10
Electrification – impact of infrastructure on locality	6
Reduce road usage	6
HS2 environmental impacts: visual; noise; construction; new stations / train depots	3
Mitigation of rail corridors impacts vs wider benefits: access to services; use freight; frequency and type of service (diesel vs electric)	2
Freight – modal shift and connectivity	2
Re-opening local lines – loss of leisure / cycling walking routes	2
Reduce carbon footprint	1

Social Issue	Vote
Easier access to entire 'end-to-end' journeys not just the rail component	12
Cost of use: fares; parking; end connections from station e.g. bus	11
Access for all: people with disabilities; aging population; facilities for young / business community / education	9
Links to employment	8
Links to education	4
High cost, poor value	3
Improve ability to travel to and from stations	3
Station facilities and supporting rail infrastructure	2
HS2 / HS3	1

Economic Issue	Vote
West Coast must maintain speed and frequency post HS2	12
Better planning for developing freight, particularly post HS2	7
Lack of local stopping services	7
Car Park charges	6
Connectivity – stations, town / cities	6
Infrastructure costs / benefits & trains: new and improved stations; electrified lines; new rolling stock; new lines / re-opened lines	6
HS2 / HS3	6
Facilities: parking; access; franchising	4

Group 6

Environmental Issue	Vote
Better integration with other public transport and sustainable access modes to reduce dependence on car	12
Overcrowding at peak times needs to be reduced by increase in rolling stock availability	12
Connectivity out of county to Manchester Airport & Nottingham	9
Passenger modal shift (key requirement = improved access to stations, e.g. Park & Ride)	8
Freight modal shift (key requirement = provision of adequate terminal facilities)	7

Environmental Issue	Vote
Sustained investment in station environment	5
Cut down on paper waste through new ticketing schemes	0
HS2 – minimise environmental impact	0

Social Issue	Vote
Using railway to better connect people to jobs, education and healthcare	15
Improved safety and security measures at stations to reduce crime and fear of crime	12
Car parking capacity and costs	9
Step free access at stations to promote social inclusion	7
Improved accessibility and connectivity for journeys into Birmingham	3
Station booking offices at Cannock and Hednesford	3
Better provision of ticket sales and information	2
Rising rail costs (stops people using rail)	1

Economic Issue	Vote
Access to employment, education and leisure – train services to match the need, e.g. improved frequency, first and last train times	16
Job creation through investment in rail	11
HS2 – getting it right for Staffs: Routes and stations	10
Access to Manchester Airport	7
Investment in rail transport = growth and increase in jobs	6
Improved freight links (N. Staffs line)	4
Increased service frequency on the Chase Line	4

Group 7

Environmental Issue	Vote
Removal of freight off the roads and onto rail	17
Environmental damage from HS2 in Staffordshire	15
Park & Ride	15
Encouragement of freight traffic, rail head / hub for freight	1
Reducing energy use, reducing pollution	0

Social Issue	Vote
Inter modal connectivity	13
Awareness / attractiveness of rail services as alternative to car travel – accessibility, smart ticketing, affordability	11
Timetabling – late services; weekend services; frequency of services	9
Car Parking – adequate size and quality	5
Development of North Staffs / regeneration	5
New stations – integrate into planning aims; aid passing schemes; retention of local stations	4
Breaking social barriers – making the experience attractive, cost, reducing social stigma	1
Opposition from residents to re-open existing rail lines next to them. Residential amenity and loss of walking routes	0

Economic Issue	Vote
Range of connections – especially East to West and frequency of service. Connections to Manchester Airport and East Midlands (Nottingham / Derby) Access to international gateways e.g. Manchester International Airport	15
Access to the high speed network Understanding opportunities from HS2 releasing capacity	10
The need for good multi-modal connections at existing rail stations	7
Retaining what we have	7
Increase in usage but no increase in capacity. Capacity problems (and consequent rise in fares)	4
Opportunities to re-open lines and stations in Staffordshire Moorlands for passengers and freight	3
Clear data on economic impact of rail. Demonstrate downside of reducing services and upside for enhancing	1
Clear support from local employers / businesses. Promoting what's already here!	0

Workshop 2 – Solutions, from the pragmatic to the aspirational

After lunch participants moved back into their breakout groups. Each group discussed ideas for potential solutions that could help deliver at least one of the key issues identified before lunch.

For each solution suggested the group recorded the issues it would help to address. They also indicated whether it was a pragmatic (P) or aspirational (A) solution.



The solutions generated were as follows:

Group 1

Derby – Lichfield – Walsall service introduced Additional passenger opportunities Additional freight opportunities Access to National Memorial Arboretum improved Improved East Midlands – West Midlands connectivity Regeneration – new employment sites Linking new housing sites Burntwood area station	ENV 1,2,5,6 SOC 1,5,6 EC 1,2,3,6,7	A
Train service frequency – more trains affects generalised journey times Evening and Sunday timetables – additional trains to reflect lifestyle changes and shift patterns Journey times – reduce to make rail more competitive Improve sales and marketing – following North Staffordshire CRP example	ENV 1,2,5	P

<p>Link to spatial and land use planning: Jobs and homes – health, education, leisure</p> <p>Improved station access – cycle, bus. Sites for car parking as well</p> <p>Two tier council issues – planning</p> <p>Transport issues within broader regeneration planning – rail distribution access</p> <p>Community Infrastructure Levy</p> <p>Protection of sites for rail freight use and new station sites</p> <p>Policy alignment</p> <p>Expand strategy to include City of Stoke on Trent</p> <p>Integration between rail services / train companies e.g. Lichfield Trent Valley</p>	<p>ENV 1,2,5,7 SOC 3</p>	<p>P</p>
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Group 2

<p>Improved connections between services through increased frequency or reschedule services. Check market demand!!</p>	<p>ENV 1,2,5 SOC 2,6,7 EC 3</p>	<p>P</p>
<p>Better value and greater linkage in ticketing mechanisms</p> <ul style="list-style-type: none"> - Multi mode ticketing - Greater understanding of public transport availability 	<p>ENV 1,2,5,6 SOC 2,5, 6,7</p>	<p>P</p>
<p>Reopening of:</p> <ul style="list-style-type: none"> - Walsall to Wolverhampton - Lichfield to Burton - Link to National Memorial Arboretum 	<p>ENV 1,2,5,6</p>	<p>A / P</p>
<p>A new station in Staffordshire 'HS2'</p>	<p>EC 2,3,4,5,7</p>	<p>A / P</p>
<p>Improve / strengthen structures along rail line to increase speed / frequency of freight trains and prevent excess slowing</p>	<p>ENV 1,2,5,7</p>	<p>A</p>

Group 3

<p>Looking at new ways within the Planning Process to serve new developments by Rail, or by connecting services to stations. Whether new stations can be provided by authorities. Any way to by-pass Network Rail?</p>	<p>EC3</p>	<p>A</p>
<p>Electrification of key lines</p> <ul style="list-style-type: none"> - Improvements to services on newly-electrified lines - Need to have a plan together with all groups - Interchange at Tamworth from Cross Country to West Coast services (improvements) 	<p>ENV 3,4</p>	<p>P</p>
<ul style="list-style-type: none"> - Infrastructure improvements to increase car parking, access improvements - Compulsory Purchase Orders - Partnership approach - Identifying funding opportunities 	<p>SOC 3</p>	<p>P</p>
<p>Rail Freight – move to more freight being carried by rail</p> <ul style="list-style-type: none"> - Provision of facilities for rail freight - Accommodating more freight trains on the network - 	<p>ENV 1,2</p>	<p>A / P</p>

Integration of Transport		
- Difficult to easily work together with bus operators through current laws	SOC 5	P
- London style 'Oyster' cards		

Group 4

Increased car parking capacity at stations, or in the local area (P&R)		
- This could be included in planning and land use documents	SOC 3,4	P
- Franchise limitations – could costs be transferred to future franchise agreements?		
- This needs to fit with services		
Smart Card – promoting seamless journeys beyond the region (consideration of employment access) i.e. take into account by employers giving subsidies. Feeds into integrated bus / rail and other modes	ENV 6 SOC 3,5,7 EC 1,4,6	P
Smart technologies tailored to Staffordshire and providing efficiency journey costs		
Passenger transport hub for Staffordshire considering bus and rail connectivity on a more regular working group – involve business reps, passenger groups and operators	ENV 2,6 EC 4,7	P
Building a business case and lobbying for infrastructure improvements and electrification – economic benefits would be highlighted. Increased patronage could lead to reduced subsidy	ENV 4 SOC 1,7 EC 2	P
Potential business levy to fund increased electrification. Focused on business most likely to benefit	ENV 4 SOC 4 EC 7	P / A

Group 5

End to end journeys, station improvements – longer opening hours, user friendly stations		
Interlinked connectivity improvements	SOC 5	A / P
Taxis		
Buses		
Improved timetabling to interlink with train services. TOCs aware of timetabling		
Bus companies aware that last train on Sunday @ 21:00 so there is bus waiting		
Greater use of technology for timetabling and journey planning		
Staffing presence		
Refranchising conditions need to integrate with onward journeys		
Proactive passenger engagement for informing of onward timetables		

<p>Balancing costs and returns – high cost but where is the improvements in the product / service</p> <p>Guarantee seats for season ticket holders</p> <p>WCML maintained to speed and capacity</p> <p>Influence the Hybrid Bill or other document to give guarantees of investment on WCML</p> <p>Influence Network Rail to ensure investment to where it is needed</p> <ul style="list-style-type: none"> - Infrastructure investment plans for longer term investment - Taking the components of rail strategies and influencing with Network Rail - Joined up thinking working together <p>Improve stations on WCML to make the route more modern and attractive when compared to HS2 stations – linked up journey information</p> <ul style="list-style-type: none"> - Encourage use - Act commercially, rent space to small businesses etc. <p>Commercial incentives for stations to attract business</p> <p>Explore current assets for commercial use</p>	EC 5	A / P
<p>Lead authority assistance for freight transfer / freight depots – making opportunities available</p> <p>Joined up thinking with other freight bodies / RHA or FTA to establish freight terminal</p> <ul style="list-style-type: none"> - Stoke on Trent could be well placed to receive freight on the rail network - Linking into road and industry priorities - Create strategic freight sites - Road / rail interchange <p>Joined up with other local authorities</p> <p>Develop a rail freight plan</p> <ul style="list-style-type: none"> - Identify investment plans - Connect big cities using existing infrastructure <p>Both aspirational and pragmatic solutions</p>	ENV 1	A / P
Group 6		
<p>WCML should still be a top priority – should not be ignored because of HS2</p> <p>Capacity issues on opening of HS2 from Phase 1 (2026) to Phase 2 (2033) – bring forward phase 2?</p> <p>Considering practical issues of HS2 – Staffordshire County Council need to get best out of this now / today</p> <p>Call for more trains at Tamworth and Lichfield – and trains to a wider range of destinations</p> <p>Promote tourism? Why not reopen Wedgwood Station? Opportunities to improve local services. Could also help improve Derby – Crewe service</p> <p>HS2 will mean WCML not so London-centric</p> <p>WCML more freight opportunities achievable with HS2</p>	EC 5	A

<p>Station Travel Plans</p> <ul style="list-style-type: none"> - Centro LSTF grant - Improve cycling / walking routes / cycle storage / journey planning sessions - Staffordshire County Council – Travelwise Scheme, monitor travel plans - Target specific stations - User surveys - Determine priorities - Develop measures needed - Before and after survey - Involve developers at planning stages - Better signage - Identify national / local funding available 	ENV 6	P
<p>Car parking capacity for commuters and other users Need to consider location of car park and needs Encourage people / passengers to use other stations to help cut vehicle congestion in major conurbations Need evidence of station car park use; ORR provide data annually Increase of rail service = increased need for car parking Line of route strategy by local authorities TOC data on car park usage Partnership working to explore use of other car park sites e.g. Stafford Rugby Club example (i.e. near to but not adjacent to station) Improve car park security in addition to capacity improvements Link with developers' more closely to ensure capacity met Consider car park charges – set realistic levels. Should the County lobby for station car park charges to be regulated and / or manage station car parks themselves?</p>		
Group 7		
<p>Promotion of Plus Bus Better communication between rail and bus companies – timetable issues Staffordshire Public Transport Forum Better bus partnership rather than quality Better facilities for cycle storage – no modal interchange; timetable issues unlike buses Cycles on trains – resistance from operators Park and Ride season tickets Car Park capacity issues</p>	SOC 3,4,5,7	P

<p>Modal shift</p> <p>Clear understanding of existing road freight transport origins and destinations in Staffordshire</p> <p>Need to be influenced and supported by private sector – LEP important player</p> <p>Link in with Centro freight strategy (West Midlands) – need to consider Staffordshire issues</p> <p>Link to ‘B8’ development</p> <p>Need to be clear on the problem – ‘A’ roads quarry traffic or national road network capacity</p> <p>Identification of potential sites via LDF</p>	<p>ENV 1,2,5,7</p>	<p>P / A</p>
<p>Faster journey times promotes economic growth</p> <p>Need to understand connectivity issues – areas that relate to each other economically</p> <p>Evidence based – business case</p> <p>Manchester – needs to be tied to economic growth. Link to LEP, speak to airport, inward investment – understand why businesses don’t locate in Staffordshire</p>	<p>EC 2,6,7</p>	<p>P</p>

At the end of this session a short plenary was held whereby each group was able to feed back a couple of the solutions they had discussed.

During the following plenary discussion two participants fed back their concern that the Rail Strategy process would mean that the County Council would lose sight of the opportunities to influence rail developments that may emerge over the coming months. Consultation points during Control Period 5 were highlighted as a particular example. Clare Horton reassured participants that the County Council would continue to respond to consultations whilst the Rail Strategy was being written.

Where to from here?

Clare Horton reiterated the key stages in the Rail Strategy timeline shown earlier. The day finished with words of thanks from Clive Thomson for the significant input everyone had made into the discussions and his hope that participants would engage further with the Rail Strategy when it reached its consultation stage. The workshop ended at 14:30.



Glossary

Acronym	Expands to...
CO ₂	Carbon Dioxide
CIA	Community Impact Assessment
CP5	Control Period 5
DDA	Disability Discrimination Act
EC	Economic
ENV	Environmental
FTA	Freight Transport Association
HLOS	High Level Output Specification
HS2	High Speed 2
IIP	Initial Industry Plan
LDF	Local Development Framework
LEP	Local Economic Partnership
LSTF	Local Sustainable Transport Fund
NR	Network Rail
ORR	Office of Rail Regulation
RHA	Road Haulage Association
SCC	Staffordshire County Council
SOC	Social
TOCs	Train Operating Companies
WCML	West Coast Main Line