

The design is in the early stages of design development and the images are subject to variation



Worcestershire Parkway Regional Interchange: Questions (continued)

10. The station building, car park and facilities have been designed to meet current national recommendations on size, access and facilities. Please rate each of the following aspects of the station plans on their importance. (please tick one box per element)

ELEMENT	very important	fairly important	not very important	not at all important
Sustainable approach to building design				
500 car parking spaces				
Passenger drop off by car				
Electric car charging points				
Retail facility (e.g. shop and/or café)				
Shelters on platforms				
Seating on platforms				
Rail ticket machines				
Staffed ticket office				
Travel information screens				
Toilets				
Sheltered bus waiting area				
Covered and Secure cycle storage				
Security cameras				
Disabled parking				
Conservation of ecology and the local environment				
How the development sits in its Worcestershire landscape				

11. Which 'gateway' feature theme would you prefer to see at the entrance to the new station? (please tick one)
- A sculpture in memorial and commemoration of WW1 A sculpture to represent the local area and environment
- A sculpture to represent rail travel, meeting and greeting A combination of the above
12. Given the design of the station building, would you prefer the style of the feature to be: (please tick one)
- Contemporary/Modern Traditional
13. Do you have any other comments to make in relation to the new Worcestershire Parkway Regional Interchange?

About You

Are you:

A local resident A rail user A local business

Stakeholder (please specify) _____

Other (please specify) _____

Are you:

In full time employment In part time employment Self employed In education Sick/Disabled

Retired Unemployed Carer Other (please specify) _____

Are you male or female? Male Female

What is your age group? 16-19 20-29 30-39 40-49 50-59 60-69 70 or over

Postcode _____

Worcestershire Parkway Regional Interchange

A New Railway Station for Worcestershire

Public Engagement Exercise: October 2014



Why Have a Parkway Station in Worcestershire?

Worcestershire County Council is committed to the delivery of a Parkway station in the triangle of land formed by the intersection of the Worcester to London (North Cotswold) and Birmingham to Bristol railway lines and the B4084 near Norton.

The key rail priorities for Worcestershire County Council and its partners are:

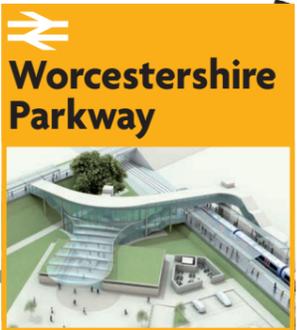
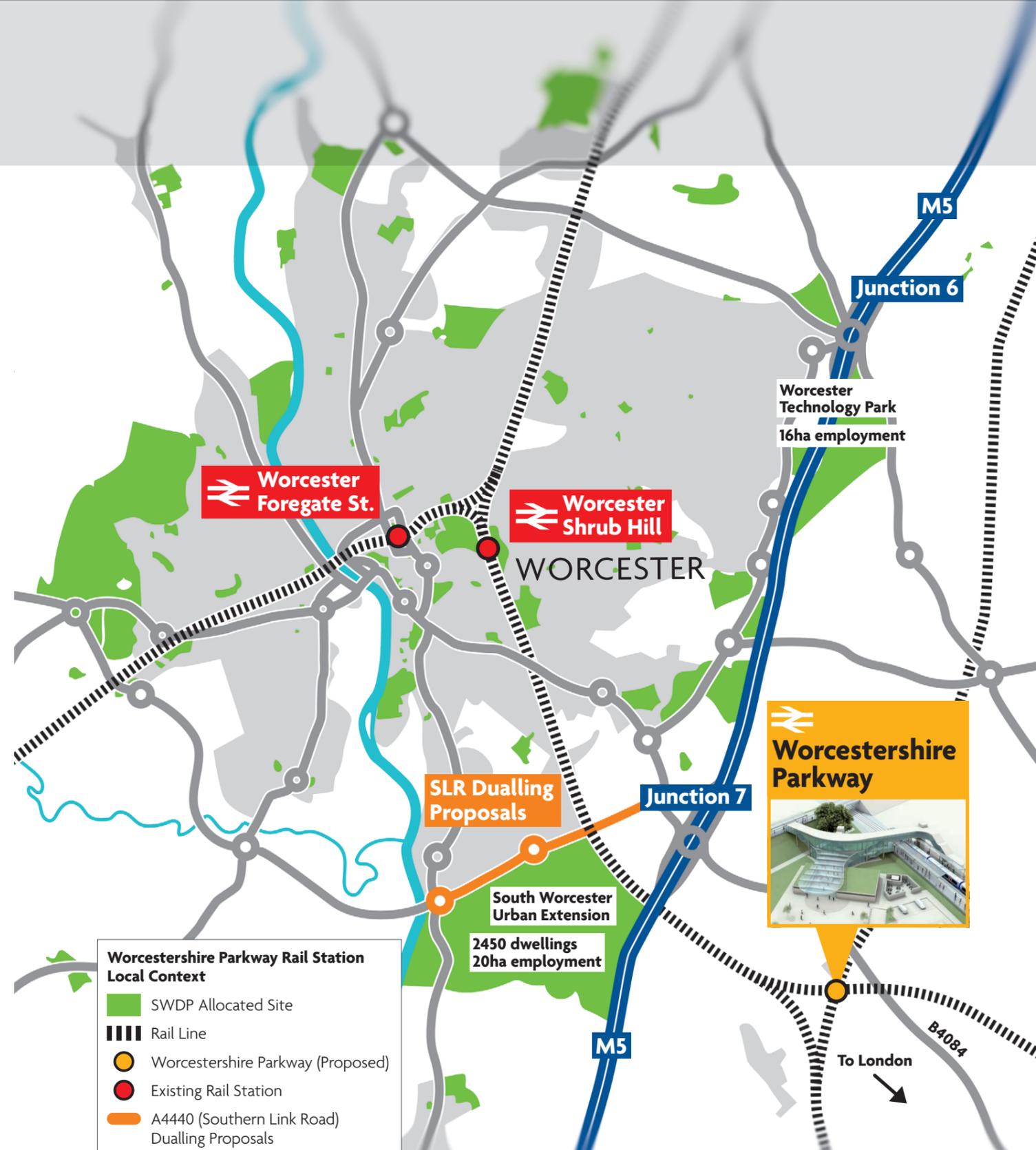
- 1 To deliver improvements to rail services and infrastructure in Worcestershire to meet Central and Local Government's expectation that the rail network should actively support economic growth;
- 2 To address Worcestershire's current poor accessibility to and from London arising from the limited frequency and lengthy journey time of North Cotswold Line services.
- 3 To transform access to the rail network for Worcestershire passengers currently restricted by minimal car parking capacity and limited opportunities for expansion at county stations;
- 4 To tackle Worcestershire's exclusion from the Cross Country network (Bristol-Birmingham-North West/North East). Despite the service passing through the very heart of the county, rail access is only viable by making connections at Birmingham New Street and Cheltenham Spa and this must be addressed. This severely restricts the County's economic relationships with other parts of the United Kingdom.

All four factors lead to increased car use for strategic journeys which would otherwise be made by rail, as well as significant use by Worcestershire residents of alternative journey options from Birmingham International and Warwick Parkway and consequent additional and avoidable use of congested sections of the local and strategic road networks.

The current situation impacts upon the County's economic competitiveness when contrasted with a neighbouring comparable county. For example Warwickshire has faster, more frequent and more accessible train services to London and direct access to regular Cross Country services to the Thames Valley, South Coast, North East and North West England.

The delivery of the scheme is a priority for Worcestershire County Council, the Worcestershire Local Enterprise Partnership (LEP), Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The scheme is aligned with priorities agreed between these bodies, in particular in terms of economic growth in Worcestershire and is included in the adopted Local Transport Plan (LTP3), the Worcester Transport Strategy (WTS) and the emergent South Worcestershire Development Plan (SWDP).

'[The existing rail infrastructure] ...severely restricts the County's economic relationships with other parts of the United Kingdom.'



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'...will offer significantly more attractive services from Worcester to London...'

Station Objectives

The proposed Parkway scheme will:

- Deliver a step change in direct rail access to people in Worcestershire;
- Support the economy of Worcestershire, including new housing and commercial developments, generating new jobs and boosting the local economy;
- Improve passenger access to the railway network, complementing the benefits offered by the Intercity Express Programme (IEP) trains in 2018. The IEP will offer significantly more attractive services between Worcester and London by;
 - Increasing the number of departing services prior to 10am from five to six;
- Time savings of up to 25 minutes on existing services;
- Regular 60 minute service frequency throughout the day.
- Unlock current suppressed passenger demand, which is a result of limitations to current rail services and poor access opportunities for car users due to lack of parking spaces at stations; and,
- Encourage sustainable travel and contribute to environmental objectives through promoting modal shift to rail, consequently reducing car dependency.

Scheme Benefits

The benefits of the proposed Parkway scheme are:

- A rail journey between Worcester and London **of 2 hours or less;**
- Increased accessibility to markets and employment, encourage inward investment and economic growth in Worcestershire. The LEP's Strategic Economic Plan identifies Worcestershire Parkway as a priority scheme for promoting cross country connectivity and the competitive edge that will enable the region to deliver its target of 25,000 new jobs by 2025;
- Improve access to the North Cotswold Line and Cross Country Line rail services, releasing suppressed demand for rail travel to support the growth of the Worcestershire economy;
- Supports the major growth in rail patronage that will result from government investment in the introduction of new rolling stock on the North Cotswold Line by 2018.

What Will the New Station Include?

The new station will include the following:

- A car park with a capacity of up to 500 spaces designed to current standards in terms of security, lighting, ticketing, customer facilities and information;
- A modern station building with toilets, ticket desk and a retail facility;
- A single platform on the North Cotswold Line and two platforms on the Birmingham to Bristol Line, designed to be fully accessible for all;
- Secure cycle storage, motor cycle parking, electric car parking and charging points;
- Direct access to local bus services through a bus / rail interchange;
- A taxi rank and drop off / pick up point;
- Roundabout access from the B4084.

The GRIP Process and Progress to date

Network Rail has developed an eight-stage process designed to minimise and mitigate risks during the development of new stations. This is known as the Governance for Railway Investment Projects (GRIP). Worcestershire County Council is working through this comprehensive process during the development of Worcestershire Parkway.

The rail infrastructure elements of the project have already been submitted to Network Rail for approval for GRIP Stage 3: Option Selection. The non-rail elements have also been developed to establish the extent of land required for acquisition and planning purposes. It is intended to reach the single option development stage, GRIP4, by the end of 2014.

'The rail infrastructure elements of the project have already been submitted to Network Rail for approval for GRIP Stage 3...'

Timetabling

A timetable and performance assessment to demonstrate the ability for trains to stop on both the North Cotswold and Birmingham to Bristol Lines in December 2016 has been undertaken with the Train Operating Companies (TOCs), Network Rail and the Department for Transport. Further

timetable worktable work is underway to ensure that the new station will fit with First Great Western May 2015 timetable proposals and DfT's proposals for the December 2018 IEP timetable. The Business Case indicates that there is a strong and growing case for investment.

Doubling the North Cotswold Line and Electrification of the Birmingham-Bristol Line*

The recent scheme to redouble the North Cotswold Line tracks between Charlbury and Evesham has improved the reliability of rail services to the Capital and beyond. However, single-track sections remain between Charlbury and Wolvercote Junction in Oxfordshire and Evesham and Norton Junction in Worcestershire, the location of the Parkway Station. Worcestershire County Council and partners are keen to see this line fully redoubled at the earliest opportunity and is carrying out extensive lobbying to this end.

As part of this scheme the single platform on the North Cotswold Line will be designed to be compatible with the redoubling at some stage in the future.

Network Rail has aspirations to electrify the Birmingham to Bristol Line in their next financial investment period between 2019 and 2024. The new station will be designed to take account of the prospective electrification.

* This is a Network Rail project and will not form part of the Worcestershire Parkway Regional Interchange works

Planning Permission

A full planning application is expected to be submitted to Worcestershire County Council (WCC) during spring 2015 to seek approval for the new Parkway station and associated infrastructure. A decision will be expected from the Planning Committee over summer 2015.

The application will request permission for a passenger station building, two platforms on either side of the Birmingham – Bristol line, and one platform on the North Cotswold line. Associated infrastructure will include the

development of a station car park including disabled and cycle parking provision and improvements to walking and cycling routes to the site. Vehicular access from the existing B4084 will be provided with a new roundabout junction and flood attenuation will also be contained within the development site. A comprehensive Environmental Statement (ES) will accompany the application, supported by an Environmental Impact Assessment (EIA).

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Funding

The proposed cost to build the new station is £17.6 million. £7.5m has already been provisionally secured from the national government's Local Growth Fund. Given the growing strength of the Business Case, the Council has a high degree of confidence that full funding will be achieved in the near future.

Worcestershire Parkway Connecting the County and the UK



High-level Programme

The aim is to be able to construct a station so that trains can stop on both lines no later than May 2017, and the key target dates are as follows:

- Undertake a public engagement exercise: October 2014.
- Complete outline design and submit full planning application: Spring 2015.
- Secure planning permission: Summer 2015.
- Commence construction: Winter 2015.
- Complete construction and handover: Winter 2016.
- Station opening: May 2017.

'...to construct a station so that trains can stop on both lines no later than May 2017...'

Impact on the Highway Network



Proposed sign as seen from the M5.

The station complex will be accessed via a new roundabout junction on the B4084. The existing 40 mph section will be extended beyond the junction and a footway/cycleway facility provided. Traffic islands are proposed to act as refuges for non-motorised users.

Car Park Expansion

As the demand for rail travel grows in the future it will be possible to provide additional car park capacity within the development site.

The access road extends from this junction to the station building with a right turn into the car park. Car parking is designed to meet the requirements of accommodating up to 500 spaces including 25 accessible parking spaces close to the station building. The access road splits into two on the approach to the station building, firstly to allow bus and taxi services to the front of the building and the second route is for passengers being dropped off/collected from cars. The accessible parking is located beyond this facility in close proximity to the building frontage. Safe pedestrian access routes will be provided throughout.

Pedestrian and cycle links will be provided from Woodbury Lane.

All highway infrastructure works proposed will be lit in accordance with WCC's requirements.

Environmental Impact

The site for the proposed Parkway station lies within a rural environment with the land currently being used for agriculture. A full Environmental Statement is being produced as well as a Flood Risk Assessment and Drainage Strategy. The statement will provide a full assessment of protected species, plants, trees, vegetation and provide full mitigation to any potential loss or harm to these habitats. Where possible, the project will aim to reduce any negative impacts upon environment and

improve conditions for flora and fauna where opportunities exist.

Other work completed to date includes ecological surveys, tree surveys and noise surveys. These will be used to inform the Environmental Statement and will help to identify any impacts the scheme may have on the environment so appropriate mitigation can be developed to offset wherever possible any negative impacts.

Landscaping & Wildlife



The site provides open grassland areas suitable for reptile habitat and the North Cotswold Line is raised up on a wooded embankment. A hedge lined brook bisects the site and supports a variety of wildlife including nesting birds and foraging bats. There are a number of mature trees on site including an oak and ash tree within the fields. The fields themselves are farmed at present.

The development of the car park design has built upon the rural character of the site and retained, where possible, the important vegetation features within it. The development of the site has been contained to the west side of the brook to minimise the scale of built form on the site. A 30m wide reptile buffer area has been included between the car park and the Birmingham to Bristol Line – to ensure that existing reptiles are protected and conserved. The car park will have trees planted within it to provide shade and

'The car parks will have trees planted within it to provide shade and break up the expanse of parking.'

break up the expanse of parking. The tree species and their position will not interfere with natural surveillance across the car park. The field to the east of the brook will be retained to maintain a rural character. A depression will be created within the field to contain water that would overflow from the brook in a 1:100 year storm event and will be subtle in its appearance so as to blend with the surrounding land profiles. For the majority of the time it will look like a meadow.

Detailed landscaping proposals will be made available as part of the forthcoming planning application.



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Flood Risk and Drainage

A Flood Risk Assessment and Drainage Strategy has been completed and is being consulted on with the relevant statutory bodies.

During Construction

There may be some inconvenience to local people and business during construction. We will seek to minimise this disruption as much as possible. There will need to be access for construction traffic bringing plant and materials to site. Some work may need to take place during the weekends to minimise the disruption to train services. When this information becomes available, details will be published in advance.

Gateway Feature

As part of the development of the station, the project team would like to include a feature that has significance to the area or is connected with transportation.

Options include:



Option one:
A memorial to the Norton Barracks soldiers of the Worcestershire Regiment who departed from the original

Norton Halt (slightly to the west of the proposed station) during their various campaigns and to commemorate the end of World War I.

Example: The unknown soldier, Paddington Station, London.



Option two:
A sculpture to evoke the romance of rail travel, meeting and greeting friends, colleagues or loved ones:

Example: The Meeting Place – St Pancras Station, London.



Option three:
A sculpture to represent the local area.

Example: The Worcestershire Pear Tree, Crowngate Shopping Centre, Worcester.

Option four: It could be possible with a good creative brief, to combine all of the above options.

What Happens Next?

Your views are welcomed and we thank you for participating in this exercise.

Please detach and return your comments to the address below **by 5pm on 30th November, 2014:**

Transport Programme and Commissioning Team, Pavilion H1, County Hall, Worcester, WR5 2NP

Alternatively, please respond on line at: www.Worcestershire.gov.uk/parkway

You can also contact us by emailing: parkway@worcestershire.gov.uk

The outcomes of this exercise will be evaluated and considered after the closing date. We are not able to respond to individual comments; however, these will be collated anonymously and a report will be published on the website above in due course.

You can contact us in the following ways:

By telephone:

01905 766811

By post:

Worcestershire County Council,
County Hall, Spetchley Road,
Worcester WR5 2NP

Online:

www.worcestershire.gov.uk/parkway

Worcestershire Parkway Regional Interchange: Questions

- Having read the information contained in this leaflet, what is your overall view on the proposal to build a new Parkway station for Worcestershire? (please tick one)
 Strongly support Support No view either way Oppose Strongly oppose
- What impact do you think the opening of Worcestershire Parkway station would have on:
 - Worcestershire's residents? (please tick one)
 Significantly beneficial Beneficial No impact Detrimental Significantly detrimental
 - Worcestershire's economy and businesses? (please tick one)
 Significantly beneficial Beneficial No impact Detrimental Significantly detrimental
- Have you travelled by train as part of a journey to/from Worcestershire in the last two years? (please tick one)
 Yes No (if you answer no, please answer the following question then skip to question 8)
 If not, would you be likely to travel by train in future if the proposed Worcestershire Parkway station was in place? (please tick one)
 Yes No Don't know
- If you travel by train, how often do you typically travel? (please tick one)
 Daily Weekly Monthly Less frequently
- If you travel by train, which station do you use most frequently (if your regular journey is between two of these stations please select the station nearest to your home)? (please tick one)
 Worcester Foregate Street
 Worcester Shrub Hill
 Pershore Station
 Evesham Station
 Warwick Parkway
 Birmingham International
 Other (Please state) _____
- If you travel regularly by train, which part(s) of the country do you typically travel to? (i.e. London, South East, Oxfordshire, West Midlands, North West, South West, Yorkshire, North East, East Anglia, Wales, Scotland)

- Would you use the proposed Worcestershire Parkway as an alternative to your most frequently used station? (please tick one)
 Yes No Don't know
- If you travel regularly by car, which part(s) of the country do you typically travel to? (i.e. London, South East, Oxfordshire, West Midlands, North West, South West, Yorkshire, North East, East Anglia, Wales, Scotland)

- Would you consider travelling by train from the proposed Worcestershire Parkway as an alternative to these car journeys? (please tick one)
 Yes, all of these journeys Yes, some of these journeys No

(continued overleaf)