

DRAFT

MIDDLE QUINTON

Bus and Rail Strategy

Project No. CS/031344

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1.0 Brief Summary

- Heavily subsidised public transport within the Eco Town and to Stratford and Evesham
- High frequency and high quality passenger transport services to Stratford, Honeybourne and Evesham
- Demand responsive Community Transport Services
- Enhanced local bus services
- Access to rail network via Stratford and Honeybourne stations which in turn provide links Birmingham, Warwick, Worcester, Oxford and beyond

2.0 Stratford – Middle Quinton – Honeybourne – Evesham Passenger Transport Link

2.1 This service will be created by utilising the Greenway and providing either a tram or guided bus service. A final decision on the type of vehicle to be used is yet to be made and may be a combination of tram and bus or just a single mode. The vehicles used would, however, use low emission fuel technology.

2.2 The service will provide a high quality passenger transport link from the site to the adjacent towns with a proposed service frequency of 10 minutes to Stratford and 15 minutes to Honeybourne and Evesham. The primary destination for the services will be the rail stations at all three towns with the town centres at Stratford and Evesham also potentially being serviced depending on the mode of transport used.

3.0 Local Buses

3.1 Frequency of local bus services will be enhanced allowing access to Middle Quinton itself, to use the employment, retail education and leisure facilities which will be provided, and also access the high frequency passenger transport links to Evesham and Stratford.

3.2 On site bus services will also be provided to enable residents access to the passenger transport links. This may include the proposed tram/guided bus travelling around the town and/or a fleet of buses. All vehicles used for these services would use low emission fuel technology.

3.3 There will also be a Demand Responsive Community Transport Service which will enable local residents to be picked up and taken to their destination at the time that they require rather than having to wait for a timetabled service. The services within the town will be heavily subsidised to ensure that non-car modes are the predominant mode of choice.

3.4 Initial meetings have taken place with Stagecoach, local operator Johnson's and Warwickshire County Council. Discussions are ongoing in respect of provision of services.

4.0 Rail

4.1 The Cotswolds line is scheduled to become dual-track between Evesham and Honeybourne in 2010. This work includes improvements to Honeybourne station and design to allow for the re-introduction of the east chord for improved access to the existing freight line to Long Marston. These works are committed in Network Rail's current programme regardless of the EcoTown and are being funded completely by Network Rail.

4.2 The ability to construct the east chord in particular will benefit the site by removing the need for trains entering or exiting the site to perform complicated movements at Honeybourne. The works will also significantly increase capacity on the Cotswolds line.

4.3 The long term aspirations are to enable the Honeybourne to Stratford rail line to reopen as single track. There is likely to be insufficient demand generated by Middle Quinton itself to justify this, therefore it is a more strategic proposal which has regional and nation benefits.

4.4 A number of meetings have taken place with Network Rail and their consultants, Jacobs, to discuss the dualling scheme and the implications for Middle Quinton.