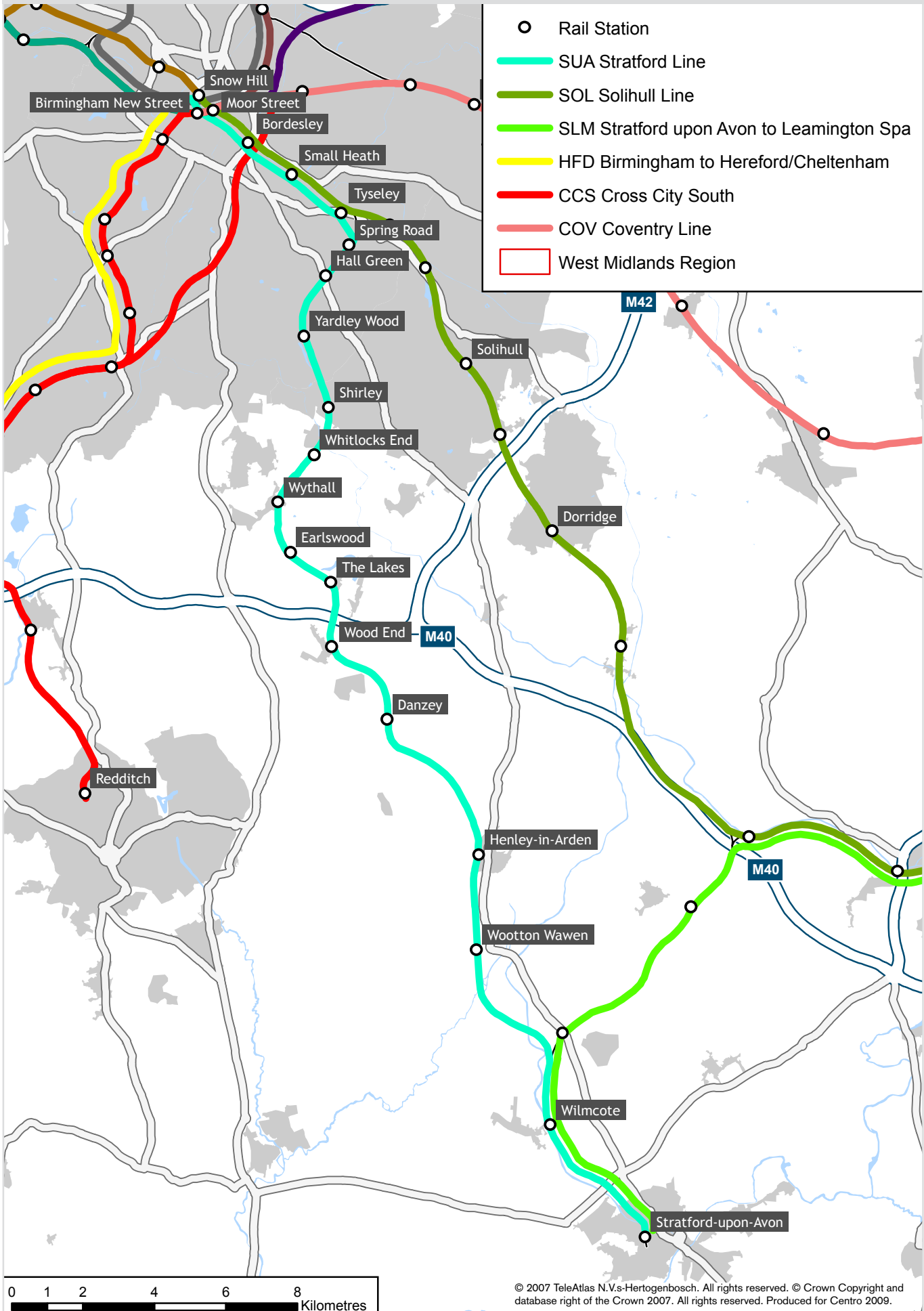


# SUA Stratford Line (Birmingham – Shirley – Stratford upon Avon)

Route Map



## Route Description

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The Stratford Line is an important route for local passenger services serving both commuter and leisure travel markets. The standard weekday service pattern is provided by London Midland, offering a regular 20 minute frequency to Shirley with an hourly extension to Stratford. The last weekday services on the route currently depart Birmingham and Stratford too early at only 20.30.

### Key Growth Drivers

- » Birmingham City Centre growth – including major redevelopments at Snow Hill and around Moor Street
- » Traffic congestion in A34 corridor is increasing the attractiveness of rail
- » New housing development at Dickens Heath
- » London Midland diesel fleet upgrade
- » Tourism potential of Stratford-upon-Avon
- » Park and Ride potential at Stratford Parkway tapping wide catchment area

### Current Constraints

- » Car parking along route at capacity suppressing demand
- » All stations service to Stratford is slow and many intermediate stations are poorly patronised due to low population densities
- » Poor service offer and Park and Ride provision south of Shirley limits attractiveness of route for encouraging modal shift.
- » Evening / late night services are poor with last service from Birmingham to Stratford at 2030 and only hourly frequency between Birmingham and Shirley
- » Current signalling restricts capacity of route
- » Poor track layout at Stratford
- » Limited track capacity at Snow Hill and Moor Street reduces operational flexibility
- » Moor Street southbound platform narrow and congested
- » Sunday service only hourly

## Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p><b>Infrastructure:</b></p> <p><b>Shirley – Stratford resignalling IN16</b></p> <p><b>Improved track layout at Stratford IN17</b></p> <p><b>Relocate Shirley turn-back facility to Whitlocks End IN18</b></p> <p>Increase line speed from 60 to 75mph IN19</p> <p>Reinstatement of Plat 4 at Snow Hill IN20</p>	<p><b>Infrastructure:</b></p> <p>Trackwork changes to accommodate Camp Hill chords and new 4-track route into Moor Street IN7</p>
<p><b>Stations:</b></p> <p><b>Snow Hill station improvements ST25</b></p> <p><b>Moor St reconnect bay platforms ST26</b></p> <p><b>Accessibility improvements at Shirley ST27 and Henley in Arden ST28</b></p> <p>Yardley Wood station upgrade ST29</p> <p>Increased parking at Hall Green ST30, Yardley Wood ST31, Whitlocks End ST32</p> <p><b>Platform lengthening at specific stations on route ST33</b></p> <p>Ticket office at Whitlocks End ST32</p> <p>Stratford station redevelopment ST34</p> <p><b>New station at Stratford Parkway ST35</b></p> <p>Car Park extensions at Henley in Arden, Wythall and Earlswood ST151</p> <p>Spring Road new booking office and other improvements ST37</p>	<p><b>Stations:</b></p> <p>Major upgrade at Snow Hill ST24</p> <p>Further upgrade at Moor Street with connection of Camp Hill/ Tamworth lines ST36</p> <p>Further platform lengthening to cater for growth ST38</p> <p>Further car park expansions ST39</p>
<p><b>Services:</b></p> <p><b>Existing Class 150 diesel trains replaced by new Class 172 trains SV14</b></p> <p><b>Train lengthening for growth SV15</b></p> <p>Timetable improvements to take advantage of new rolling stock SV16</p> <p><b>Shirley services extended to Whitlocks End SV17</b></p> <p>New fast services to Stratford SV18</p> <p>Improved evening and weekend services SV19</p>	<p><b>Services:</b></p> <p>Further train lengthening to cater for growth SV20</p>
<p><b>Freight:</b></p>	<p><b>Freight:</b></p>
<p><b>Other Potential Schemes:</b></p> <p>Route electrification IN21</p> <p>Accessibility improvements at Danzey, Wootton Wawen, The Lakes, Wilmcote and Wood End ST150</p> <p>Preserve option for long-term route reinstatement south of Stratford to Honeybourne IN91</p> <p>Provide park and ride site to serve demand off M42 ST40</p> <p>Further frequency enhancements SV21</p> <p>Further train lengthening SV22</p>	

**Schemes highlighted in bold have funding identified**

