



Midlands Connect
Transport | Investment | Growth

Railfuture AGM

Birmingham

17 July 2021

Sub-national Transport Bodies in England

- Transport for the North
- Midlands Connect
- England's Economic Heartland
- Transport for the East
- Transport for the South East
- Western Gateway
- Peninsula Transport



Midlands Connect – our role and priorities

Funded by government to develop and maintain a regional Transport Strategy

We turn evidence into investment for long-term projects that will deliver real economic, social and environmental benefits for the Midlands and the UK

We are pan-regional and work cross-border.

We have a key and active role to play in levelling up infrastructure spending which is essential to improving our economic output, productivity and social mobility.



Rail Strategy

In 2017, the Midlands Connect Strategy set out the economic structure and opportunities in the Midlands.

We identified the need for:

- Fast links between cities
- Local rail services to provide access to cities
- Capacity for economically efficient rail freight

Our role since 2017 has been to focus on the fast links between cities, including the two key freight bottlenecks.



Rail Services

“Direct and fast links between our key centres, national and international destinations”

Key centres served by direct service. Journeys with end to end speeds of 70mph where possible



Rail Capacity

“We carry all the freight and people that we want to”

Off peak

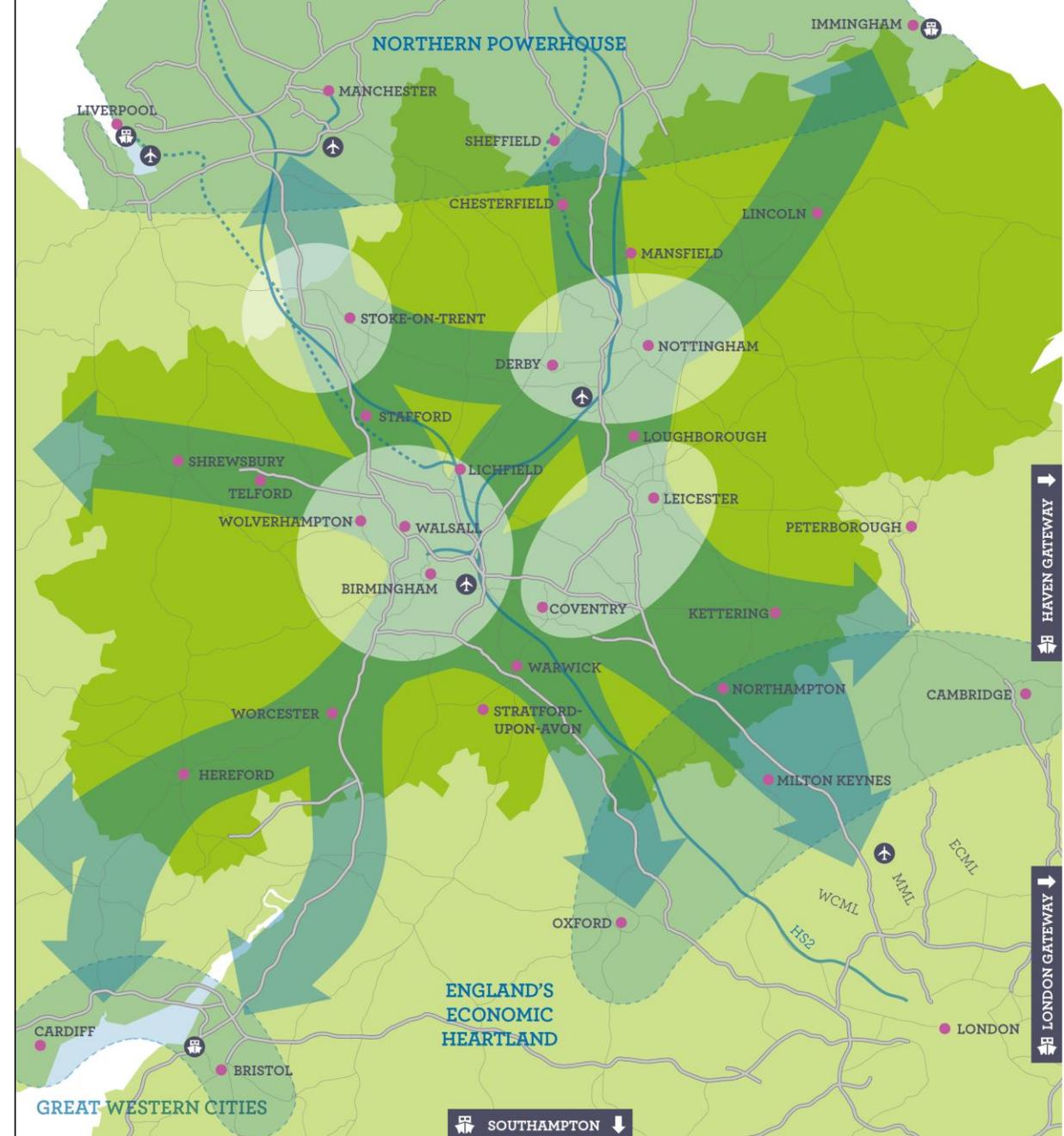
Everyone gets a seat

Peak

No more than 20 minutes standing

Freight

Sufficient rail freight capacity



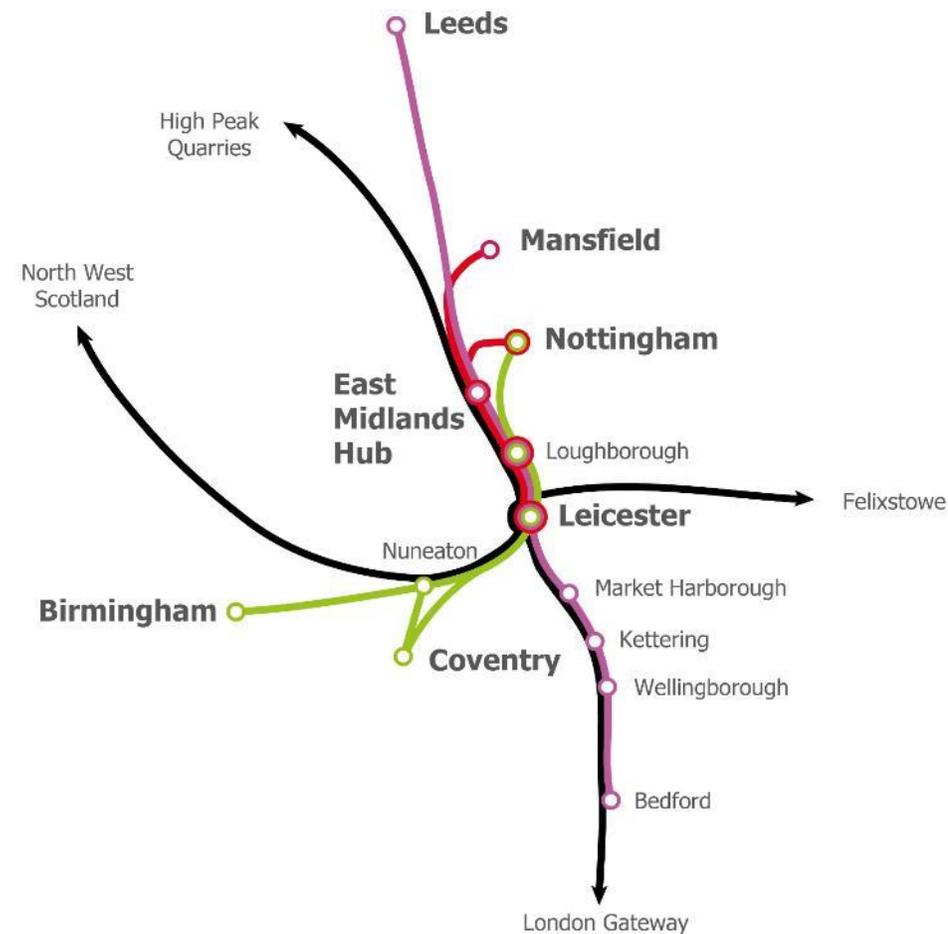
Midlands Rail Hub

- To increase rail capacity into central Birmingham by up to 10tph – delivered by 2032
- Government Funding (£20m) up to Outline Business Case (OBC) stage
- Accelerating early deliverables including:
 - ✓ Snow Hill (platform 4) and
 - ✓ Kings Norton – Barnt Green (capacity increase)
- Due to Integrated Rail Plan, OBC has been split into 2 parts:
 - ✓ South and West Arm
 - ✓ Eastern Arm



Coventry – Leicester – Nottingham

- Re-establishing direct rail link between Coventry and Leicester lost during West Coast Route Modernisation back in 2004
- 2 biggest and closest cities in UK currently without a direct rail connection
- Only 3% Rail Mode Share (compared to 20+% for many of our other city pairs)
- Strategic Outline Business Case recently submitted to government with request for funding to progress to OBC
- One of our priorities for early delivery as it addresses all of our Grand Challenges



Key

- Midlands Rail Hub
- Midlands Rail Hub freight benefits
- MC Conventional compatible service
- HS2 East Midlands Hub shuttle service

Thames Valley: Airport Connectivity

- Increasing frequency of services between Birmingham city centre, Airport, Coventry and Oxford/Thames Valley
- Requires significant doubling between Coventry and Leamington, and re-quadding in the Solihull area
- Very High Value for Money
- Outline Business Case endorsed by Programme Board but awaiting final decision from government regarding funding for next stage



East Midlands Hub

- Access to Toton: Improving connectivity from East Midlands towns to HS2
- Conventional Compatibles: includes Birmingham-Nottingham via HS2, and Bedford-Leicester-Leeds via HS2
- Additional connections on/off HS2 network in Toton area to permit services to run
- Heavily dependent on IRP outcome



Nottingham-Lincoln

- Investigating journey time and frequency improvements in line with our Conditional Outputs
- Linked to a Network Rail re-signalling project east of Newark
- Network Rail progressing with design work on linespeed improvements



Shrewsbury-Birmingham

- Investigating journey time and frequency improvements in line with our conditional outputs
- Early findings indicate two stages for delivery – line-speed improvements between Wolverhampton and Shrewsbury as an early win, followed by introduction of an hourly London service in parallel with HS2 Phase 1
- Electrification also demonstrates a strong case
- Strategic Outline Business Case in development



North Staffs

- Investigating journey time and frequency improvements in line with our Conditional Outputs
- Work to date has not established a case for investment pre-HS2 (Phase 2b to East Midlands)
- New interfacing projects are leading us to taking a step back and thinking about the wider role the corridor can play for transport users



The Transport Network as an ecosystem

International

Local

Regional

National

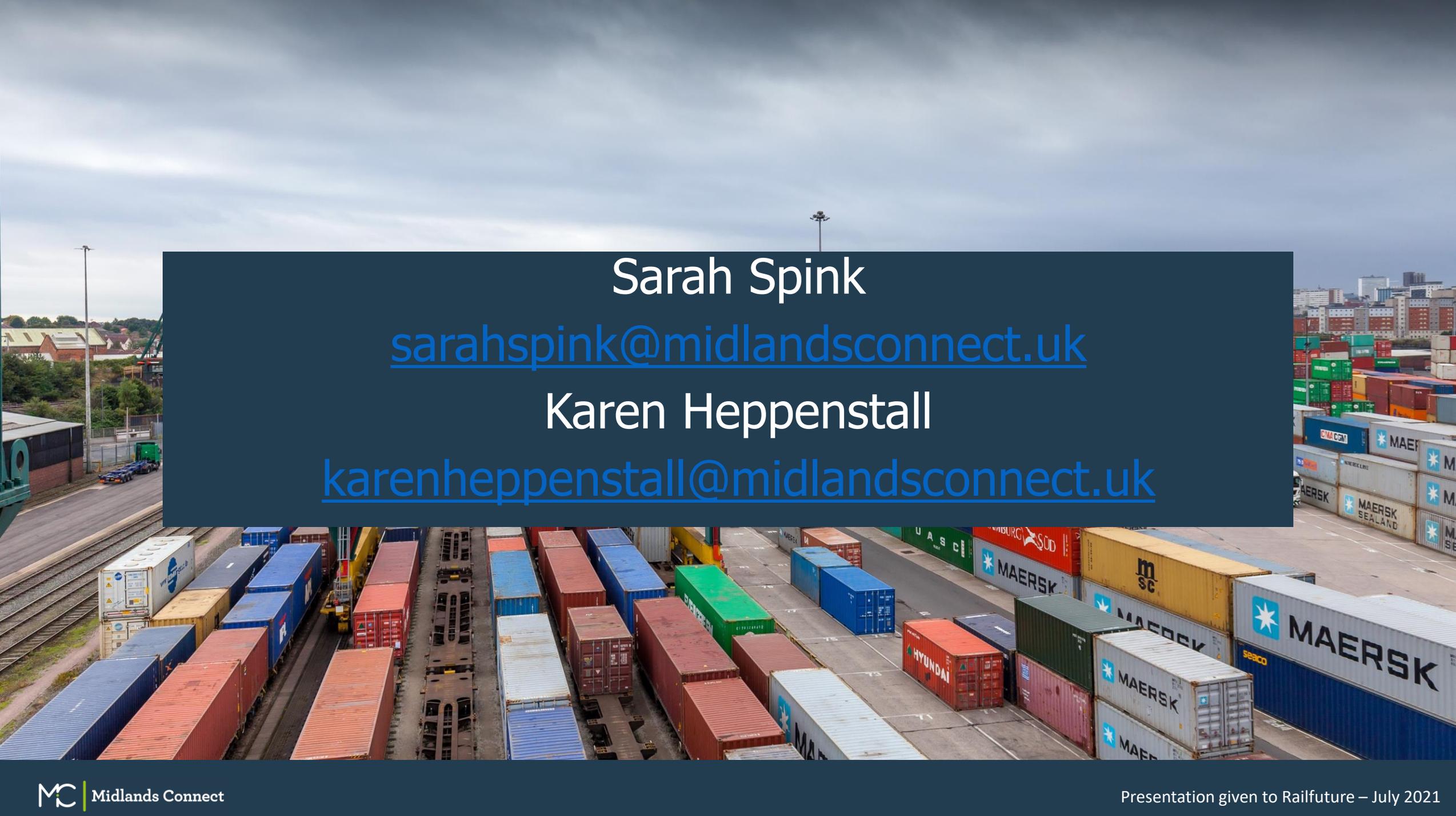


Air Travel

Connecting Modes

Inter-regional

HS2 / Intercity



Sarah Spink

sarahspink@midlandsconnect.uk

Karen Heppenstall

karenheppenstall@midlandsconnect.uk