



Midlands Connect  
Powering the Midlands Engine

# Our Routes to Growth

July 2018



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## Foreword by Rt Hon Chris Grayling MP *Secretary of State for Transport*



Everything we do as a department is designed to put passengers, drivers and other transport users first. Midlands Connect shares that commitment. Focusing infrastructure development on the customer means new and upgraded roads and railways will have the positive impact on the regional and national economies that we all want.

Transport has a critical role to play as Britain forges a new position for itself in the world – improving our global connections, creating the skilled jobs we need to renew our infrastructure and delivering the capacity that will help our economy to grow. The UK's existing long term infrastructure planning process is evolving to become more flexible and responsive with a greater focus on outcomes like growth and social mobility.

Government is opening up the development and delivery of transport infrastructure to take advantage of new and innovative ideas, draw on the wealth of local expertise, and ensure the transport

improvements we prioritise are the ones local and regional economies really want and need. In turn, government must assure itself of the value for money of proposals and that they fit within the overall network objectives. Sub-national Transport Bodies are an essential part of making this new partnership model of development work for everyone, including Highways England, Network Rail and Government.

Our transport networks are busier than they have ever been and demand for passenger and freight transport is going to carry on rising. Midlands Connect is already partnering with government to help future-proof our roads and railways for the needs of tomorrow and many generations to come. This report demonstrates the significant and positive progress Midlands Connect has already made over a relatively short period of time. We look forward to continuing to work with them to enable the Midlands to fulfil its integral role at the heart of the UK transport network and demonstrate its economic potential on the national and global stage.

**“Midlands Connect is partnering with government to help future-proof our roads and railways for the needs of tomorrow and many generations to come.”**



## Foreword by Sir John Peace Chairman, Midlands Connect



The Midlands is the beating heart of our nation, and the centre of the UK transport network. That's why an investment in the Midlands is an investment in Britain.

The region has attracted some of the world's best manufacturing, automotive, logistics and agri-food businesses. They all depend on reliable transport links to regional, national and international markets. But our road network is struggling to keep up with the 21st-century demands being placed on it. To entice more world-class brands, we need a long-term approach to addressing these challenges.

Spurred on by a Midlands-wide boom in professional services, growing demand for rail travel must be matched by our railway capacity. Making the most of space released by HS2, and linking to the six Midlands stations serving the new network, is vital to widening the pool of skills for businesses to draw upon.

With four of the UK's five main freight lines running through the Midlands, delivering our Midlands Rail Hub plans could put an additional £22 billion of freight onto our railways every year.

On the roads, our Midlands Motorway Hub vision will address the growing impact freight traffic is having on our strategic road network. Our £50 billion export economy will only continue to flourish if road and rail access to ports and airports is an ongoing priority.

This report sets out our routes to growth. It explains our priorities, why we're developing them, our progress so far, and how investing in them can transform transport infrastructure, and with it, the Midlands economy. By making the case for investment in the right places at the right time, we can make sure the region's people and businesses continue to prosper.

The report also celebrates the importance of our partnership in developing these plans and making them a reality. We are determined that the region should have an influential seat at the table as and when critical central government decisions are taken. This is an essential next step in ensuring infrastructure investment delivers for every corner of the Midlands.

**“The Midlands is the beating heart of our nation, and the centre of the UK transport network.”**



# The Midlands Connect Way

## Our Vision for Sub-national Transport Body Status

The Midlands needs a fundamental shift in how major infrastructure investment is planned and delivered.

We are working with Government and national bodies to ensure the infrastructure our economy needs to grow is delivered. Our partnership's role is not only to research, develop and recommend new routes to growth, it is also to hold national bodies to account to ensure the benefits we all want for businesses, residents and visitors are brought to fruition.

### Making a difference:

The Midlands economy is strong, growing and based on £50bn in annual exports, a figure that outstrips the national average. Regional and national economies simply cannot appeal to international trade and investment without good transport links.

The Midlands transport network is right at the centre of the national transport network. Therefore the Midlands also needs to be at the centre of national decisions that shape our economy, agreeing the activities for the next five years and setting the course for the longer term, including on:

- **Rail investment** (including Control Period 6 and enhancements pipeline) – working as a partner with Network Rail to secure investment that unlocks economic growth
- **Rail franchising** – working with bodies like West Midlands Rail Executive (WMRE) and Transport for the East Midlands (TfEM) to ensure all future rail franchises that serve the Midlands work for our residents and businesses
- **HS2** – Phase One delivery, Phase 2a hybrid bill assent, Phase 2b hybrid bill drafting – working with partners to ensure HS2 works for everyone
- **National Infrastructure Commission's first National Infrastructure Assessment** – ensuring national bodies recognise the opportunities to unlock growth, including beyond cities and strategic corridors
- **Final Airports National Policy Statement** – supporting our regional airports and improving business access to enhance international trade routes
- **Maritime 2050 strategy** – bringing the DfT's port connectivity aspirations to fruition by improving freight access across, to and from the Midlands
- **Comprehensive Spending Review 2019** – securing an ambitious and deliverable future for the Midlands, securing funding streams to unlock jobs, homes and trade
- **Road Investment Strategy** – working as a partner with Highways England to secure investment in our motorways and major A-roads from 2020-2025
- **Major Road Network (MRN)** – working as a partner with the Department for Transport (DfT) to secure investment in our more strategic local roads

### Making it work:

We need to secure clear roles and relationships with Government to enable Midlands Connect to act as a full partner on national road and rail programmes.

It is vital that central and local government and the wider business community work together as formal partners to ensure the transport system works for everyone.

It is our responsibility to make the case for the Midlands, but we also expect Government to fully consider and support our ambitions to ensure future national investment is as robust and ambitious as possible.

**Stronger arrangements with Highways England, Network Rail and the Office of Rail and Road will ensure we have a strong, collective influence across existing bodies and embed joint working arrangements across Government.**

Our vision is for Sub-national Transport Bodies nationwide to bring their strong, regional economies closer together. We offer a new role to make infrastructure investment deliver for everyone:

Ambition	Current picture	Our role
Faster, more reliable, higher capacity road and rail networks	Separate strategic road and rail investment programmes	A single transport strategy for our region, setting out strategic priorities for investment
Improved rail connectivity from the Welsh border to the Lincolnshire coast	Five year funding for Network Rail and an emerging enhancement pipeline process	Working as a partner with Network Rail to develop an effective enhancements pipeline including options for funding and finance
Integration of HS2 with the wider national strategic transport network	Locally-led HS2 Growth Strategies providing multi-modal solutions	Working as a partner with Network Rail and Highways England to develop initiatives based on regional rail programmes to improve East-West capacity and connectivity and improve access to HS2 stations
A reliable and effective motorway network	Five year funding for Highways England with targeted route strategies	Working as a partner with Highways England to review economic performance and develop shared solutions to improve strategic regional corridors across the Strategic Road Network
A single, strategic road network to embrace future economic opportunities	New MRN offering extra support for locally-run roads	Working as a partner with DfT to review the economic performance and secure investment to improve the MRN with our local highways authorities
Innovation – putting the UK at the forefront of the digital transport revolution	Industrial Strategy Challenge Funds, test beds and joined-up funding opportunities	A platform to pilot and roll-out emerging innovation at a greater scale benefiting the whole of our area

# The Midlands Connect Way

## Our Routes to Growth

Our development process ensures our proposals are evidence-based and focus on maximising benefits for local communities and businesses across the region and the wider UK economy.

### Making it happen:

Our technical programmes accelerate the ambitions agreed within our 'Powering the Midlands Engine' strategy, which we published in March 2017. Our strategy considers the full range of transport opportunities across the Midlands and focuses on unlocking economic growth and wider social benefits. It goes further than existing national processes to make the strongest possible case for allocating funds from available programmes to the Midlands.

The Midlands Connect approach outlines how we work and aids understanding of the progress already being made on our technical programmes.

1. We work with all our partners across the Midlands to identify transport problems and opportunities to support economic growth.

2. Our landmark 2017 strategy set out the high level infrastructure developments that we believe best serve the ambitions of the Midlands and UK economies. If it is in our strategy, it is a Midlands priority.
3. We identify and assess options for infrastructure development through our technical programmes. It is vital we understand the full breadth of options available to the Midlands, their local and national economic potential, and the existing constraints for businesses and residents along the Midlands' economic corridors. Our governance structure ensures these options are scrutinised by our partners, central Government and national agencies.

4. Midlands Connect will never recommend a transport intervention unless we believe the benefits outweigh the costs. Further option and business case development sheds light on the specific social and economic benefits of our chosen options, as well as providing detail on the financial and environmental costs.
5. Once the strategic and outline business cases are known, Midlands Connect makes recommendations to the DfT. Government then decides who should carry out detailed development of the plans, at which point specific alignments are identified.
6. It is impossible for a project to be built without funding. However, a funding commitment is neither easily secured, nor is it a guarantee of delivery. Midlands Connect will work to ensure that appropriate investment is secured to deliver the benefits we all aspire to.
7. We will deliver through our partnership and ensure programmes deliver our objectives on time and on budget. It is vital we use our regional expertise

to ensure our priorities are delivered and therefore we will act as a formal partner of Government to oversee delivery in our region.



8. Our ambition is to realise infrastructure investment that unlocks economic growth across the Midlands. For Government to continually embrace the opportunities Midlands Connect recommends, it is vital we evaluate the relative success of our programmes and demonstrate how the Midlands is powering the UK economy.

Our step-by-step development process allows for the considered development of solutions to wide variety of problems and pressure points faced across the region's transport networks. On each of the following pages, the progress we are making on each project is represented visually on one of these charts.





# Our Projects

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# Midlands Rail Hub

The Midlands Rail Hub is our flagship plan to future-proof the Midlands' rail network for generations to come.

With relatively few interventions between 2026 and 2033, we can have a huge impact on services. By 2040, the Rail Hub could create space for 6 million more journeys a year and shift the equivalent of 4,300 lorries a day from the roads.

Railway capacity must also meet demand from freight. Four of the UK's five main freight routes pass through the Midlands. The Rail Hub would create space for an extra 36 freight paths a day, carrying £22 billion worth of goods every year.

## We have four principal areas of focus:

- New track and passing places (e.g. the construction of two chords at Bordesley)
- Longer and restored platforms (e.g. reinstating the fourth platform at Snow Hill station, remodelling Kings Norton and Water Orton, two more platforms and stabling facilities at Moor Street)
- Improved junctions and signalling
- Some minor electrification

## Next steps:

- Develop the case for investment in 24 extra trains per hour
- Work with WMRE and other partners on best allocation of train paths
- Further development of East-West rail corridor studies
- Detailed investigation into the costs and benefits of increasing capacity between Thames Valley and East Midlands to improve connections to Birmingham Airport
- Investigating the options for crossing the West Coast Main Line (WCML) to enable direct services between Coventry and Leicester

The Rail Hub will support an extra £649 million of economic growth and investment annually by enabling faster and more frequent journeys across the Midlands and spreading easy access to HS2 services. These improvements will allow 1.6 million more people in the Midlands to reach its biggest towns and cities within an hour, bringing the east and west closer together.

This strategy can achieve 24 extra trains every hour, 12 in each direction, doubling the number of services and significantly improving journey times. Linking the Midlands' primary economic centres and international gateways with regular direct services will transform East-West connectivity, supporting the growth of more than 100,000 planned new jobs.



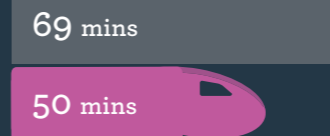
# Facts and figures

“These Rail Hub plans are essential to releasing the extra capacity the Midlands railway network needs to support this region, its businesses and its commuters.”

Malcolm Holmes,  
Executive Director,  
West Midlands Rail Executive



Midlands Rail Hub route corridors/journeys



28%

reduction in journey time from Birmingham to Nottingham



£649 million

annual economic benefit to the Midlands by 2037





# Midlands Motorway Hub

The British economy depends on a resilient, reliable Midlands Motorway Hub, but congestion is costing the region billions of pounds every year.

Motorists driving from Bristol to Newcastle, London to Manchester or Southampton to Liverpool often use at least two of the M5, M6, M6 Toll and M42 to skirt around Birmingham. Alongside them, 1 in 4 drivers are making short trips of just a junction or two. We have collaborated with Highways England on a Midlands Motorway Hub study, to solve congestion issues and unreliable journey times on this critical part of the network.

3. Looking at how improved connectivity to the west of Birmingham could stimulate economic growth and facilitate house building.
4. Widening the M42 from Junction 3A to Junction 7.
5. Creating an A46 Expressway as an alternative to journeys along the M5 and M42.
6. Trialing HGV platooning on the Midlands motorway network.
7. Further future-proofing enhancements to M42 Junction 6.
8. Targeted improvements to M6 Junctions 2, 3 and 4.
9. Ramp metering (installing traffic lights) on M5 at Junction 1 and Junction 2.
10. Upgrading the M6 to smart motorway between the M1 and Junction 2.

We have made 10 recommendations which, if delivered over the next 20 years, could unlock up to 50,000 new jobs and 50,000 new homes, by improving business-to-business relationships, reducing travel costs and delays, and improving the productivity of Midlands businesses.

1. Improving digital information and signage to encourage use of M6 Toll
2. Identifying opportunities for strategic Park and Ride schemes

The resilience of the existing network and reliability of drivers' journey times around the Motorway Hub is already restricting growth and investment. Delivering these priorities over the next two decades, starting with work to make better use of the M6 Toll by 2020, is an economic imperative for the region and the country.

# Facts and figures



“A vision for the future will help us to develop an investment strategy that addresses congestion on the Midlands network over the longer term.”

*Jeremy Bloom, Network Planning Director, Highways England*



## The A46

Businesses along the A46 earn £115 billion for the UK economy each year. Almost half the total comes from industries that are dependent on an efficient road network.

Midlands Connect is focusing on a long-term strategy for upgrading the route which will support sustainable growth all the way from Gloucestershire to Humberside.



Home to 5.5 million residents, the corridor is already a national and international economic driver that connects the East and West Midlands to the South West and the North. Investing in infrastructure improvements along this route will create a resilient alternative to the existing motorway network for businesses and freight traffic. The proportion of road-reliant manufacturing, logistics and distribution, food production, construction and agriculture businesses based close to the A46 is significantly higher than the national average.

Midlands Connect is working with these businesses, Highways England, local enterprise partnerships and authorities to identify key pinch points for upgrading the A46 to expressway standard (up to

two or three lanes with grade-separated junctions). This could not only help relieve congestion and support new jobs and homes, but also prevent a busy road from severing local communities in half.

We've worked with chambers of commerce to survey more than 250 firms based within 10 miles of the A46. Two thirds of them said improvements to the road would allow them to create new jobs, and 81% said it would directly benefit their business.

The potential economic prize for development along the corridor is huge. Should growth around the A46 match that in the South, 1.5 million new residents could be attracted and 700,000 new jobs generated by 2050.

Midlands Connect is working hard to make this potential a reality. Among other things, we're pressing for:

- an upgrade to the A46 around Newark to be prioritised for completion by 2025
- the development a business case for upgrades to the the A46 from the M40 to Syston
- a strategic study for making the A46 an expressway between the M5 and M40

The second stage of our A46 study will examine specific sections for more detailed development of possible interventions, while enhancing the strategic case for improvements around Newark.

## Facts and figures



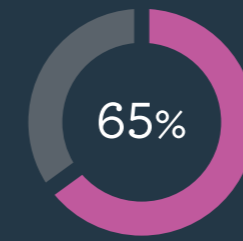
£115 billion

value of output produced by businesses in the corridor



2.83 million

number of people employed by businesses in the corridor (2015)



65% of businesses surveyed on the corridor say they would create new jobs if the A46 was improved



22%

of goods and services produced on the A46 corridor are exported

“Motorists and freight are already using the A46 as an alternative to the motorway network between the South West and the East Midlands. At the moment, the A46 often can't cope with those traffic levels; with more investment and improvements, it could become a proper alternative.”

Richard Crook, Operations Director, Karndean Designflooring, Evesham



# Accelerating the HS2 East Midlands Hub

The new East Midlands Hub Station at Toton will transform connectivity between the East Midlands, Birmingham, London, Yorkshire, the North East and Scotland. We are working to secure fast and efficient local links to the new station and accelerate its delivery to bring forward growth.

Midlands Connect is working with TfEM, HS2 Ltd, local and national delivery bodies through the 'East Midlands Gateways Study' to develop the best options for connecting the Hub Station with major employment centres, including Nottingham, Derby, Leicester and East Midlands Airport. This includes examination of road, rail, bus, tram and other forms of 'mass rapid transit'.

and in particular at options to run HS2 services between Birmingham and Toton by 2030. This would radically improve connectivity between the East and West Midlands, as well as stimulating early development of the proposed 'Toton Innovation Campus' which could deliver up to 11,000 new jobs.

The development of HS2 must not be at the expense of investment in conventional rail. We will work closely with TfEM to ensure that HS2 proceeds hand-in-hand with investment in the Midland Main Line.

We also want to ensure the East Coast Main Line (ECML) is 'HS2 ready' and that routes to the North East and Scotland are improved accordingly.

## HS2-ready

Midlands Connect is working with growth partnerships across the region to make sure that all of the HS2 stations serving the Midlands are prepared for the arrival of high speed services and are properly connected to the existing transport network. For example, we are working with HS2 Ltd, the Urban Growth Company (UGC) and the Constellation Partnership to improve access from across the Midlands to the new Interchange Station in Solihull and the upgraded Crewe Hub Station, respectively.

Working closely with the DfT, Midlands Connect has also developed a compelling economic case for a conventional-compatible link with the Midland Main Line. This would enable direct HS2 services to run between Leicester and Leeds, cutting the journey time to an hour.

Under current proposals the Hub Station will not open until 2033. Midlands Connect is looking at ways to accelerate its delivery,



# Facts and figures

“HS2 has a crucial role to play in revitalising the country, and regional bodies across the country are now pushing ahead with their own strategies to maximise HS2’s potential in their area. Investing in complementary connectivity will spread the growth unlocked by HS2 across the Midlands and the country as a whole.”

*Mark Thurston, Chief Executive, HS2 Ltd*

## Journey times from Toton



£4 billion

a year, by 2043, generated for the East Mids economy by HS2



74,000

new jobs across the East Mids by 2043 added by HS2



## Smart Ticketing

A region-wide move to smart ticketing can ensure we are putting the passenger first. The technology needed to make it a reality is already transforming the way people pay for and gain access to public transport.

Midlands Connect is working with the DfT, local authorities and transport operators to allow people in the Midlands to use contactless travelcards, bank cards, mobile phones and other smart devices to travel seamlessly and affordably across the region, regardless of the different modes of transport and operators they may choose.

Customers will ultimately be able to pay a single, best-value, capped fare, which is then automatically charged to the account they have chosen.

Working closely with partners including the West Midlands Combined Authority, Nottingham City Council and Robinhood Operators Group, Midlands Connect is developing a technical and functional design for an ABT solution for cEMV and ITSO. This exercise is due to be completed in summer 2018.

A strategic outline business case for smart ticketing and the regional broker system is also being developed for submission to DfT later in 2018.

The extra flexibility and ease of smart ticketing, combined with the potential for the automatic charging of the most suitable fare for a particular journey, creates an attractive, efficient and beneficial alternative to people's existing travel habits.

This could also have a huge influence on the number of journeys made by existing users of public transport, as well as attracting new users from other modes of transport.

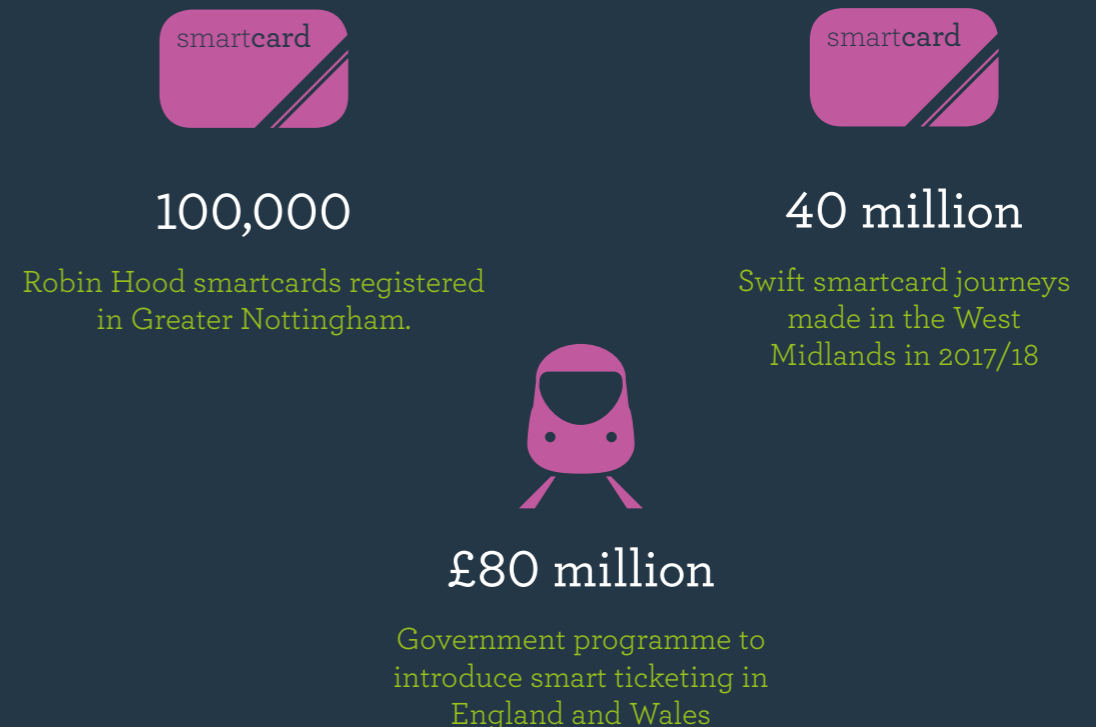
In late 2017, Midlands Connect commissioned a study to understand how Account Based Ticketing (ABT) solutions can be developed in the Midlands. This work has created an opportunity to develop a 'Regional Broker System' across multiple areas and operators, allowing the travelling public to use their existing bank cards (cEMV) or smartcards (ITSO) to travel almost anywhere in the region.



## Facts and figures

“Our active role in Midlands Connect allows us to contribute to large-scale projects we would be unable to take on as an individual highways and transport authority. Smart ticketing is a good example... and we look forward to seeing this piloted soon.”

*Cllr Simon Spencer, Cabinet Member for Highways Transport and Infrastructure Derbyshire County Council*



## Other Projects

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We are working on some other specific road and rail projects to inform strategic interventions in the long term.

### Major Road Network

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The Government is consulting on creating a new Major Road Network (MRN) to identify and fund improvements to regionally significant 'A' roads that are not part of the current Strategic Road Network. Midlands Connect collaborated with our partners to reach a pan-regional consensus on what should constitute the Midlands' MRN, and submitted this to the DfT's consultation in March 2018.



This technical work and engagement is continuing to identify where investment is most needed and which schemes are at an advanced enough stage for early funding. This process includes preparing a 15-20 year programme of scheme development and delivery, so that we are prepared with shovel-ready schemes when any extra government funding becomes available.

### The A5

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The A5 could become a crucial East-West corridor across the Midlands, supporting job and housing growth. Initially focusing on the section between the M6 J12 and M1 J18, we are working with partners and businesses to inform suggestions for infrastructure interventions and maximise benefits to residents, as well as raising the scheme's public profile.

Our initial study is due to be published in summer 2018, with our strategic outline business case for interventions due later in the year. The study will focus on a series of transport improvements to accelerate growth in the corridor and the region.

### The A50 & A500

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The A50 and A500 offer essential links between the M1 in the east and M6 in the west, with major employers based along the corridor. We are carrying out a study of the economic benefits of potential improvements to determine the case for investment and establish the full scale of benefits to those who use or live along the corridor. The findings are due to be published later in 2018 and a strategic outline business case produced at the beginning of 2019.

## Other Projects

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We're also looking at how improvements to connectivity across the region can have long-term benefits.

### Hereford Bypass

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Midlands Connect continues to support Herefordshire Council and The Marches LEP to develop the outline business case for the Hereford Bypass, as well as identifying and maximising the wider benefits of the scheme and advising on its promotion.

A preferred route is due to be announced in summer 2018, with an outline business case and associated consultation report following towards the end of the year.

### Mid-Wales Connectivity

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Our work with the Marches LEP includes assisting them and the Welsh Government with identifying their future connectivity needs and developing cross-border links to ensure existing and future demand can be met.

To lay the foundations for this work a Memorandum of Understanding with the Welsh Government is being finalised. Following this, a strategy for connectivity between the Midlands and Mid-Wales will be published in spring 2019, building on a joint freight strategy launched in March 2018.

### Other Rail Projects

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Beyond the Midlands Rail Hub, Midlands Connect is working on improvements to rail links between Derby and Crewe via Stoke, Lincoln and Nottingham via Newark, the Thames Valley and East Midlands to improve connections to Birmingham Airport, and Shrewsbury and Crewe. All of these initiatives will improve access and connectivity to HS2 services at one or more of the Midlands' six HS2-connected stations, including Interchange station near Birmingham Airport.



Midlands Connect is also working with HS2 Ltd, Network Rail, the DfT and current and future franchisees to ensure capacity released by HS2 on the existing WCML and ECML is best allocated to freight and passenger services in the long term interests of the Midlands economy.



# Our Regions

- P26 Black Country
- P28 Coventry & Warwickshire
- P30 Derby, Derbyshire, Nottingham and Nottinghamshire
- P32 Greater Birmingham & Solihull
- P34 Greater Lincolnshire
- P36 Leicester & Leicestershire
- P38 The Marches
- P40 Stoke-on-Trent & Staffordshire
- P42 Worcestershire

# The Black Country

The Black Country's economy is growing quickly, with ambitious regeneration plans for more high value jobs and thousands of new homes. Transport improvements are essential to realising them.

## Rail

Working with Transport for West Midlands (TfWM), WMRE and Network Rail, we have developed our Midlands Rail Hub plans, which will add significant capacity to the network and improve connectivity between the Black Country, the East Midlands and the South West.



The arrival of HS2 services will also release considerable capacity on the WCML. We will develop a business case to use this space in the timetable for more train services between Wolverhampton, Telford and Shrewsbury, as well as working with the new West Coast Partnership franchise to at least maintain existing fast services to London.

## Road

Midlands Connect's bold 20-year strategy for the Midlands Motorway Hub is focused on improving motorway journeys in and

around the Black Country, supporting jobs and enhancing connections.

The recommendations include improving digital information to divert vehicles onto the M6 Toll during peak times and incidents, and proposals to manage traffic between M6 Junctions 3 (Coventry) and 11 (M6 Toll). We are also calling for the earliest possible construction of the planned M54 to M6/M6 (Toll) Link Road to help traffic flow and boost the economy west of Birmingham.

Our Motorway Hub study recommends looking at how improved connectivity to the west of Birmingham could ease congestion, increase capacity, stimulate much-needed economic growth and facilitate house building. We are also undertaking an A5 corridor study to make the case for investment on the route between M6 J12 and M1 J18 – an alternative to the M6 for journeys between the Black Country and the East Midlands.

## Innovation

Working with partners at TfWM and ITSO, Midlands Connect has helped fund a trial that enables tram and bus passengers to use smartphones or wearable technology to pay for journeys. Lessons from this trial will support the rollout of this technology across the region, with the ultimate aim of setting up a Midlands-wide smart ticketing system.

# Regional overview

“The Black Country is home to renowned manufacturers with world-class reputations. Our members have identified better usage of the M6 Toll and lobbying for greater investment as central aims. Therefore, it's great to see Midlands Connect pushing ahead with plans to put those policy objectives into action.”

*Corin Crane, Chief Executive, Black Country Chamber of Commerce*



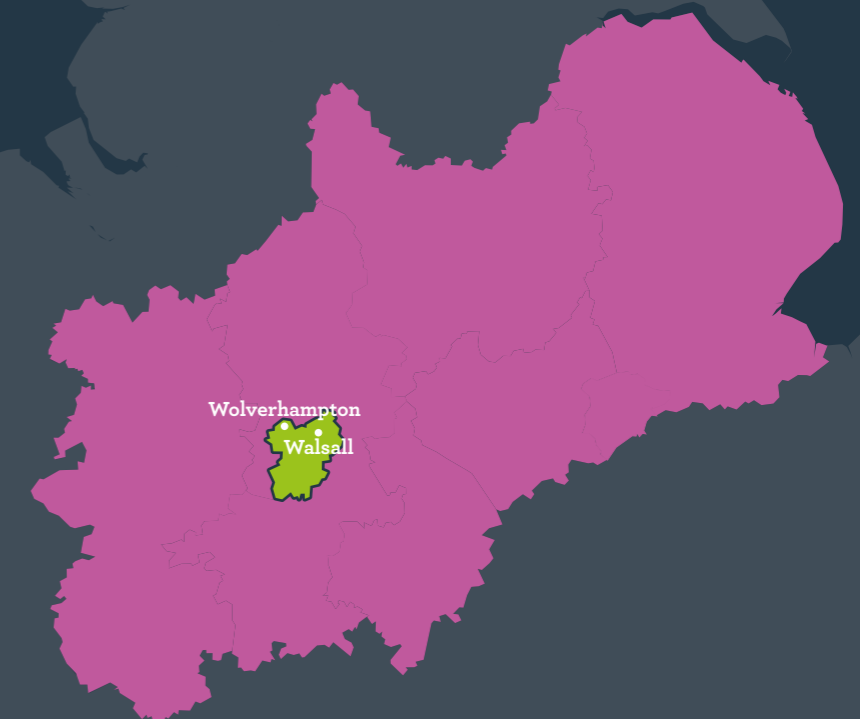
63,000

new homes expected by 2026



55,900

advanced manufacturing jobs (2016)



# Coventry & Warwickshire

As Coventry prepares to be the UK's City of Culture in 2021, we are supporting comprehensive plans to upgrade transport links around the city and across Warwickshire, including new road and rail connections.

## Rail

Network Rail predicts there will be 14 passengers for every 10 seats on Coventry to Birmingham trains before Phase One of HS2 is completed in 2026. The arrival of rapid mass transit services in the West Midlands is vital to capacity on the WCML. We will work with the new West Coast Partnership franchise, Network Rail and WMRE to ensure Coventry and Warwickshire enjoy the local and national connectivity they require to thrive.

Our Rail Hub project proposes two direct trains per hour, taking 35 minutes, from Coventry to Leicester. This East-West upgrade increases the number of people in the area who can reach Leicester and Birmingham within an hour and brings 120,000 more Coventry residents within an hour of Leicester and Nottingham. The project also sees more trains stopping at Nuneaton because of a doubling of services from Leicester to Birmingham.

## Road

With existing traffic issues and the potential scale of development around Coventry, Warwickshire and Leicester, targeted improvements to the A46 and A5 are essential to avoid hindering growth.

The focus of our A46 study is improving capacity and connectivity on a route that contributes 9% of English economic output each year. An A46 Link Road to better connect Coventry and Warwickshire to Birmingham Airport and the new HS2 Interchange station has already been awarded development funding. The new link would also enable thousands of houses to be built, though this growth is at risk if the performance of the A46 itself continues to worsen.

The A5 is also a vital component of strong economic growth for the Midlands. We are working with the A5 Partnership on plans to upgrade the route and increase the resilience of an already congested network.

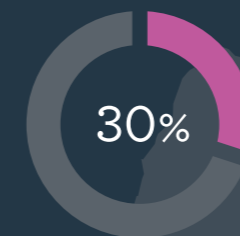
We will improve East-West rail journeys across Warwickshire by increasing capacity between Coventry, Warwick and Leamington, reinstating direct trains between Coventry and Leicester, and looking at options for additional services through Solihull. Adding capacity towards Leamington would also enable better access to Birmingham Airport, doubling the number of services per hour from the Thames Valley, through Coventry.



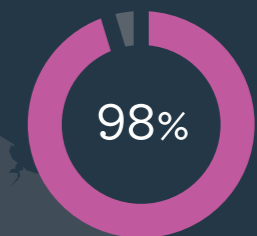
# Regional overview

“The work that the county council is doing with Midlands Connect on the Midlands Motorway Hub, the Major Road Network and the A5 and A46 corridors will have a hugely positive impact on the Strategic Road Network, allowing Warwickshire’s ambitious growth plans to be realised.”

*Cllr Izzi Seccombe, Leader of Warwickshire County Council*



rise in regional productivity 2009-2016, almost double the UK average



businesses in Coventry and Warwickshire supporting improvements to the A46





# Derby, Derbyshire, Nottingham and Nottinghamshire

Home to iconic British brands like Boots, Bombardier and Rolls Royce, the East Midlands boasts the highest proportion of manufacturing jobs in England. Improving all forms of transport serving the D2N2 area is fundamental to its future growth and prosperity.

## Rail

We are working with HS2 Ltd, TfEM, D2N2 LEP and Network Rail to make the case for enhanced connectivity to the new Hub Station at Toton. Accelerating the delivery of Toton will radically improve journeys between the East and West Midlands and beyond, stimulating private investment like the planned Toton Innovation Campus, which could support 11,000 jobs.

between Nottingham and Birmingham, cutting the journey time by over 25% to just 50 minutes and bringing 450,000 more people in the two cities within one hour of each other. It will also enable faster and more frequent services through Derby, and includes funding to examine the case for major investment to reduce conflicts between the ECML and Nottingham-Lincoln traffic at Newark.

## Road

We are making the case for an integrated scheme on the M1 J25/A52 corridor, which addresses congestion and provides access to Toton. Our A46 study will strengthen the case for the Newark Bypass and for improved links to the Humber Ports.

East-West road connectivity will be further enhanced by our proposals to improve the A50 between Derby and Stoke-on-Trent. The partnership's definition of the MRN for the Midlands will make the case for early improvements to the A614 corridor.

## Airport Access

East Midlands Airport is a key international gateway and economic asset. We are working on plans to improve access for passengers, freight and to help local people reach the thousands of new jobs created at the adjacent East Midlands Gateway Freight Interchange.

We are also investigating options to run HS2 services from Birmingham to Toton by 2030 and developing a business case for additional services on the Derby-Stoke-Crewe corridor, so the East Midlands can link to HS2 services at Crewe in 2027.

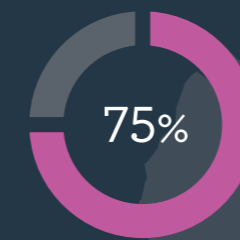
Today, 8 out of 10 journeys between Birmingham and Nottingham are made by road. The Midlands Rail Hub will help improve East-West connectivity by doubling the number of direct services



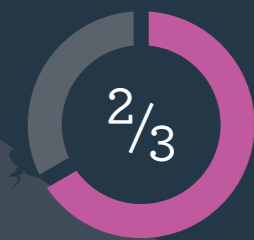
# Regional overview

“As a manufacturer and assembler of trains, transporting sub-components from our suppliers into our central facility in Derby is critical. Relieving congestion, improving the road networks and access around Derby are really important for us to be able to ramp up production on this site.”

*Richard Hunter, UK Managing Director, Bombardier*



increased passenger demand between Derby/Nottingham and Birmingham under Midlands Rail Hub plans



businesses in East Midlands say improving A46 would allow them to expand



# Greater Birmingham & Solihull

Midlands Connect is working closely with TfWM and WMRE to create easy access to the West Midlands' two new HS2 stations and ensure regional and national transport links complement rather than compete with local and commuter journeys.

## Rail

The arrival of HS2 into Birmingham Curzon Street and the developing Midlands Rail Hub will see more services, from more destinations, accessing Birmingham more quickly. Proposals to double the services arriving from Hereford, Worcester and the South West will also make HS2 even more accessible.



Re-opening the Camp Hill line to passenger services is also a crucial part of the Rail Hub, bringing in commuters from places like Moseley and Kings Heath, which are currently only accessible by road.

These plans all align with the GBS LEP's aspirations for the regeneration of Digbeth and the wider Enterprise Zone area. We are working closely with TfWM and WMRE on a 'One Station' approach to Curzon Street, New Street and Moor Street, which is essential for cross-region rail connectivity.

## Road

Our Midlands Motorway Hub study recommends ways to reduce congestion and strike a balance between traffic travelling to, and passing through, the Birmingham area, by addressing both supply and demand on the roads.

On the demand side, we're examining options to reduce journeys into Birmingham with more appealing park and ride options. Total demand for use of the 'Birmingham Box' could also be managed by introducing traffic lights on entry slip roads and using improved digital signage to encourage a better understanding of using the M6 Toll.

On the supply side, we've proposed widening the M42 between Junction 3A for the M40 and Junction 7 for the M6, as well as filling in smart motorway gaps on the M6 to add lanes to the network. Also, converting the A46 to an expressway between the M5 and Coventry would benefit journeys from the South West towards the East Midlands. To the west of Birmingham, we'll examine connectivity options and work to reduce local congestion.

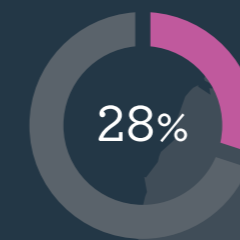
## Airport Access

When HS2 opens, Birmingham Airport will be just 38 minutes from central London. Released capacity on the WCML will also allow more regional services into Birmingham International, which is good news for businesses in the area like the NEC and Jaguar Land Rover.

# Regional overview

“With a growing economy comes growing demand, and we know there is pressure on our infrastructure here and elsewhere in the UK. Like many of us who operate businesses in the Midlands it's important we continue to invest in that infrastructure.”

*Matthew Hammond, Midlands Regional Chairman, PwC UK*

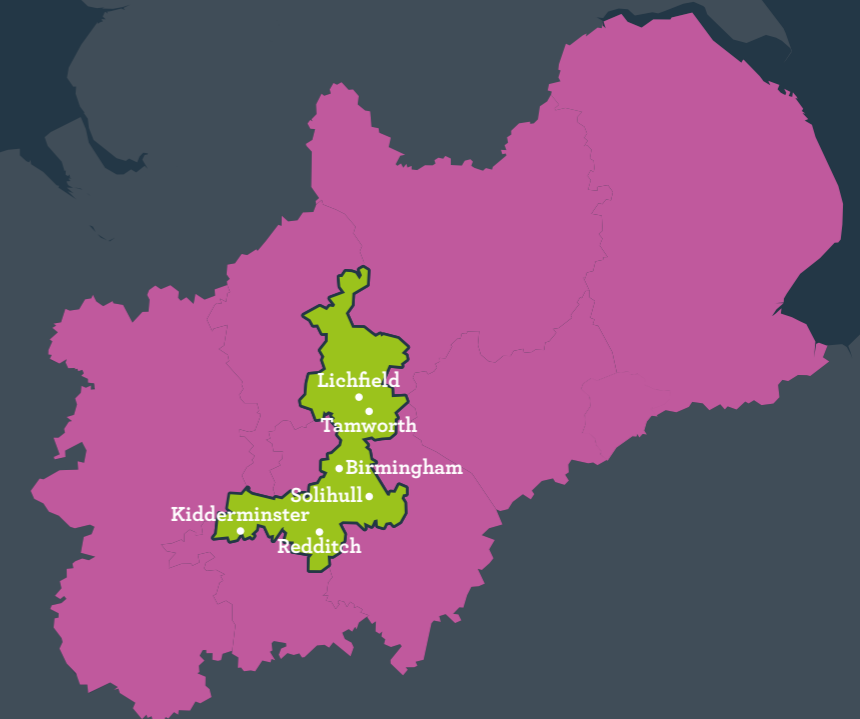


increase in rail journeys into Birmingham during morning peak 2013-2015



77,500

new jobs expected at UK Central in Solihull



# Greater Lincolnshire

Lincolnshire is a major international trade gateway. Improving connectivity to its ports and food producers is vital, not only for the Midlands' economy, but for the country as a whole. Prioritising improvements to the A46 and East-West rail links are fundamental to Lincolnshire's ambitious growth plans.

## Rail

The Midlands Rail Hub will provide more trains between Lincoln, Nottingham and the West Midlands, cutting 10 minutes off the journey between Lincoln and Nottingham and 35 minutes between Lincoln and Birmingham. A key barrier to improving Lincoln's connectivity is the conflict between north-south and east-west trains at Newark. We are working with TfEM and local partners to find cost-effective solutions to increase the frequency of services to Lincoln.

public-private partnership will deliver planned improvements and value for passengers and businesses in Lincolnshire and the East Midlands.

## Road

Midlands Connect works closely with the Greater Lincolnshire LEP, Lincolnshire County Council and businesses to identify their most pressing infrastructure needs. Businesses in Lincolnshire are optimistic about the future, which is why firms like Siemens continue to invest in their facilities. However, inadequate infrastructure is constraining development.

Our A46 corridor study makes the case for interventions to improve journeys between Lincoln and the Humber Ports. As well as upgrading the Newark Bypass, and associated A1/A46/A17 junction improvements, our work on defining the MRN for the Midlands has prioritised improving links to Lincolnshire's ports, food producers and coastal resorts.

## Rutland

As part of the Midlands Connect partnership, Rutland is committed to supporting both Leicestershire and Lincolnshire by delivering sustainable housing and employment growth, and acting as an essential green lung that benefits their growing populations.

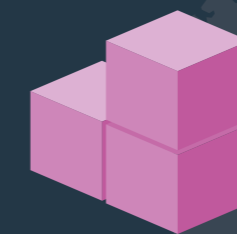
The completion of the eastern leg of HS2 will release significant capacity on the ECML, offering the opportunity to further improve services between Lincoln and London, together with better connections at Newark and Grantham. We are working closely with our partners, including the DfT and TfEM, to ensure the East Coast



# Regional overview

“Midlands Connect is providing the means to identify projects that are relevant both to Lincolnshire and to other places in the Midlands. This is why we support the arguments for better East-West connectivity by rail, to bring some tangible benefits more locally from national schemes such as HS2.”

*Martin Hill OBE, Leader of Lincolnshire County Council*

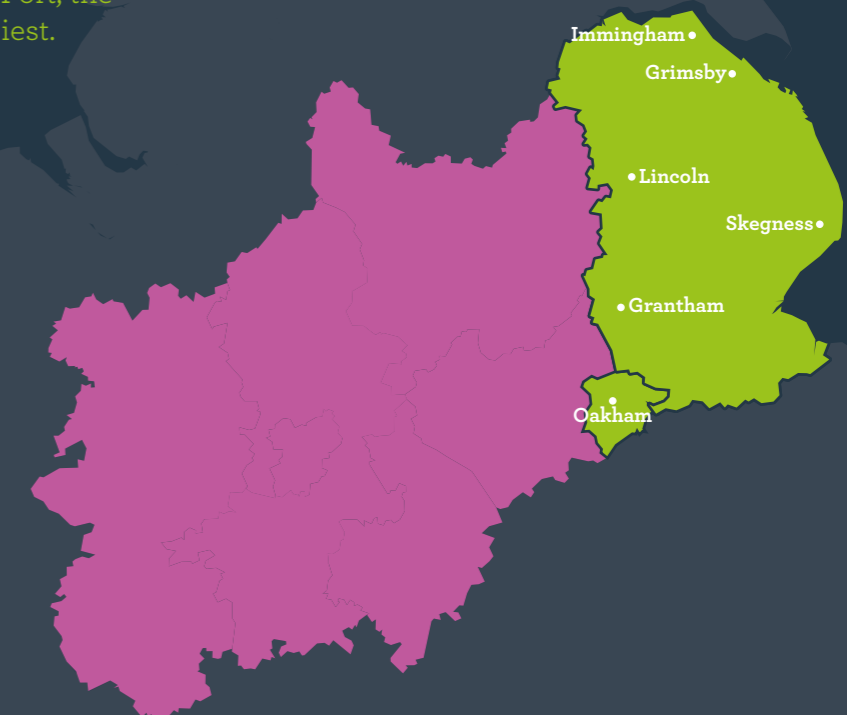


**55 million tonnes per year**

goods handled at Immingham Port, the UK's busiest.



Lincoln-Birmingham journey time saving under Midlands Rail Hub plans



# Leicester & Leicestershire

Leicester City's crowning as Premier League champions and the discovery of Richard III made global headlines. Leicester is taking advantage and attracting investment from around the world. We are working with our partners to ensure transport supports, rather than constrains, Leicestershire's economy.

## Rail

Leicester is a principal beneficiary of the Midlands Rail Hub project, which aims to reinstate direct services between Leicester and Coventry, double the number of trains between Leicester and Birmingham via Nuneaton, and cut the journey time to Birmingham to 40 minutes. This would bring 211,000 more people in Leicestershire within an hour of Birmingham, and 161,000 more people within an hour of Coventry. If fully implemented, the Rail Hub will add 36 freight paths every day.



Midlands Connect is also making the case for direct, HS2 conventional-compatible trains, linking Leicester and Leeds via the new East Midlands Hub at Toton. This connection would reduce the journey time between the two cities from 105 minutes to just an hour and double the number of passengers making the journey.

## Road

As part of our A46 Corridor Study, we are developing options that will unlock up to 4,000 hectares of land for development south-east of Leicester and relieve congestion on the M69, M1 and the A46.

The A5 is a key freight route and an alternative to the M6. It is also driving major housing and employment growth, including the MIRA Enterprise and Technology Park, Phase 3 of DIRFT near Daventry and Magna Park in Lutterworth. However, congestion is a major problem and we are leading a study of the A5's critical role to identify improvements with the greatest economic benefits.

## Airport Access

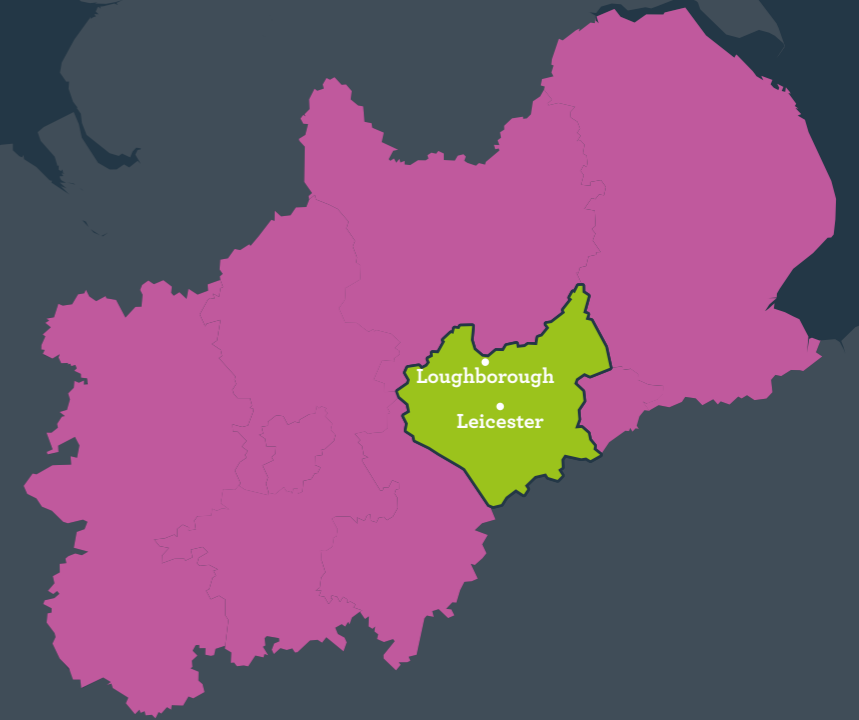
East Midlands Airport is a major international gateway and economic asset, contributing over £250 million to the economy every year. The airport is the UK's largest for air freight, handling 350,000 tonnes a year with ambitions to triple that to over 1 million tonnes by 2040.

There are also plans to improve rail services to East Midlands Parkway Station and bus links between the station and the airport. Over the longer term, Midlands Connect is working with TfEM and HS2 Ltd to develop an innovative public transport link to Toton.

# Regional overview

“I believe our ‘connect’ with Midlands Connect has the potential to unlock £500m in untapped economic growth, help to meet housing need and contribute to the wider Government target of creating 300,000 new jobs over the next two decades.”

*Nick Rushton, leader of Leicestershire County Council*



# The Marches

# Regional overview

The Marches stands to reap major benefits from Midlands Connect’s plans to overhaul East-West road and rail connectivity, whether that’s cutting rail journey times to Birmingham, ensuring road upgrades are delivered, or improving freight access into Wales.

### Rail

In Shropshire, we will work with our partners to develop a business case for using the WCML capacity released by HS2 for more services between Shrewsbury, Telford, Wolverhampton and Birmingham. The arrival of HS2 in 2026 also offers options to increase the frequency of Shrewsbury-London services and we will work with the new Wales and Borders rail franchise to ensure better access to services at Crewe ahead of the 2027 opening of Phase 2a.

### Road

Midlands Connect has supported Telford & Wrekin Council in championing the earliest possible delivery of the planned M54 to M6/M6 (Toll) Link Road. The link will improve Shropshire’s access to the rest of the country, stimulating economic growth. It is also an assumption underlying the Midlands Motorway Hub proposals.

Midlands Connect is also supporting Herefordshire Council and Marches LEP on the Hereford Bypass. The bypass will support 6,500 homes and 6,000 jobs, significantly improving access to the South West and Wales and reducing congestion around Hereford. The Welsh Government has also identified this scheme as a priority.

We are also working with Marches LEP and the Welsh Government on a joint strategy to enhance freight movements within and through the region. The benefits for HGV traffic alone will be worth at least £149 million, with the knock-on value of improved trade and business relationships potentially even higher.

### Innovation

Existing transport planning models make it hard for rural schemes to gain funding priority over their urban counterparts. We are supporting Marches LEP to develop a fairer way to make the case for investment.

“Without better connectivity, we’re going to put a stranglehold around our businesses, and if we’re to compete on a global stage we need to ensure that we get that connectivity right, not only north and south but also east and west. It’s really important that we back the work of Midlands Connect, and it’s vital to the whole of the country that we get this right.”

Graham Wynne OBE, Chairman, TTC Group



Hereford-Birmingham journey time under Midlands Rail Hub plans



70,000 new homes expected by 2031



The Midlands Rail Hub will cut Hereford to Birmingham journey times from 90 minutes to 60, and double the frequency to two trains per hour, making it feasible for commuting. Improvements to services from Birmingham to the East Midlands bring Leicester, Derby and Nottingham all within two hours of Hereford, rather than three, which could transform the economic prospects of the Marches.

# Stoke-on-Trent & Staffordshire

Some of the UK's biggest international manufacturers are based in Stoke-on-Trent and Staffordshire. Add to them world-famous ceramics firms and a significant agri-tech industry, and the economic case for investment in local road and rail links becomes indisputable.

## Rail

The DfT's commitment to run HS2 conventional-compatible services through regenerated stations in Stoke-on-Trent and Stafford means more people and businesses will be able to access prospects offered by fast and frequent journeys to the North West and London, as well as Birmingham and Manchester airports. We will work with the West Coast Partnership franchise to ensure new services recognise these needs.

Tamworth and Burton upon Trent to Birmingham, Derby and Nottingham. We also want to double train services on the Crewe-Stoke-Derby line, and cut 20 minutes from the journey in time for the 2027 completion of HS2 Phase 2a. With this investment, passenger demand could reach 350,000 a year by 2037.

## Road

Our Motorway Hub recommendations include making better use of the M6 Toll by providing improved digital information during incidents and peak times. Diverting more vehicles could reduce bottlenecks on the M6 in South Staffordshire.

Further improvements to motorway infrastructure must be preceded by the confirmation and completion of the M54 to M6/M6 (Toll) Link Road. We aim to make this a reality as soon as possible, and also recommend upgrades to Junction 15 of the M6 and filling the smart motorway gap between there and Junction 16.

The A50 between Stoke-on-Trent and Derbyshire is an important link between the M6 in the north Midlands and the M1 in the east. The A50/A500 is a priority and we will study the case for development, alongside options to make the most of the A5 between M6 J12 and M1 J18. This would not only strengthen Staffordshire's links with the motorway network, but offer firms trading within or passing through the county a welcome alternative.

We are also working with the DfT, WMRE, local authorities and the Constellation Partnership to develop plans to make the area a prime example of rebalancing the UK economy. Early forecasts predict 100,000 homes and 120,000 jobs could be delivered in the Partnership area by 2040.

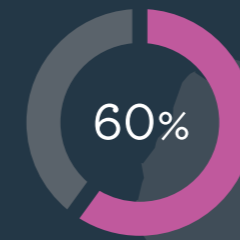
East-West connectivity is as vital as high speed rail. The Midlands Rail Hub could double the frequency of services from



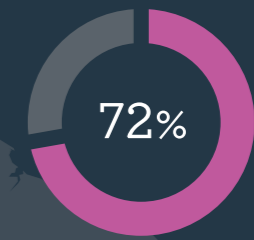
# Regional overview

“JCB is one of many major employers along the A50/A500 corridor, and a gridlocked infrastructure around our factories significantly affects us. We certainly support any work Midlands Connect can do to identify improvements that might make the corridor more reliable and resilient.”

Mark Turner, Chief Operating Officer, JCB



UK ceramics jobs in the north of Staffordshire



increased passenger demand on Crewe-Stoke-Derby line by 2037 following improvements



# Worcestershire

Worcestershire connects the Midlands with neighbouring markets in Wales and the South West. However, the transport network in the area is characterised by volatile seasonal fluctuations, making it difficult to track, plan and predict transport movements.

## Rail

Worcestershire stands to benefit enormously from the Midlands Rail Hub's development of the corridor linking South Wales, Hereford, Worcester and Birmingham. If the Hub is completed in its entirety, the number of trains between Worcester and Birmingham every hour would double, with an average journey time of half an hour.



The new Worcestershire Parkway station will also better connect the county not just to the Midlands, but the rest of the country. This creates options for new direct services to Bristol and the South West, as well as connecting Worcestershire to HS2 in Birmingham. While the new parkway station and upgrades to Worcester's other stations could enable more frequent direct trains to Oxford and London, using a new Midlands Rail Hub service and HS2 could cut the journey time by up to an hour.

## Roads

An upgraded A46 Evesham bypass will make it easier to get in and out of Worcestershire by road, offering an alternative to the M5, especially during incidents and holiday periods. Case studies of farming clusters in Worcestershire and Herefordshire add weight to the argument for significant investment in the A46.

Enacting the Midlands Motorway Hub study and MRN proposals would consistently reduce journeys between Worcester and Birmingham to less than an hour. Its wider impacts could also transform growth dynamics in Worcestershire, Telford and Shropshire.

## Airport Access

Both the Rail and Motorway Hub projects would improve access to Birmingham Airport, with the possibility of direct services to Birmingham International and significant improvements to the M5 and M42.

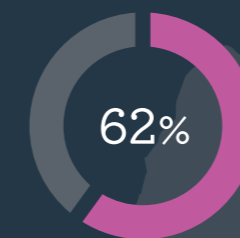
## Innovation

Midlands Connect is working with the Worcestershire 5G Consortium on the deployment of next-generation digital infrastructure. Far superior internet speeds will raise productivity, open up new business opportunities and support Worcestershire's home-grown skills base.

# Regional overview

“Midlands Connect are helping our thriving businesses to boost productivity and capitalise on the region's central location by supporting projects such as the Midlands Rail Hub, developments to the A46 and increasing access to Birmingham Airport.”

*Mark Stansfeld, Chair of Worcestershire LEP*

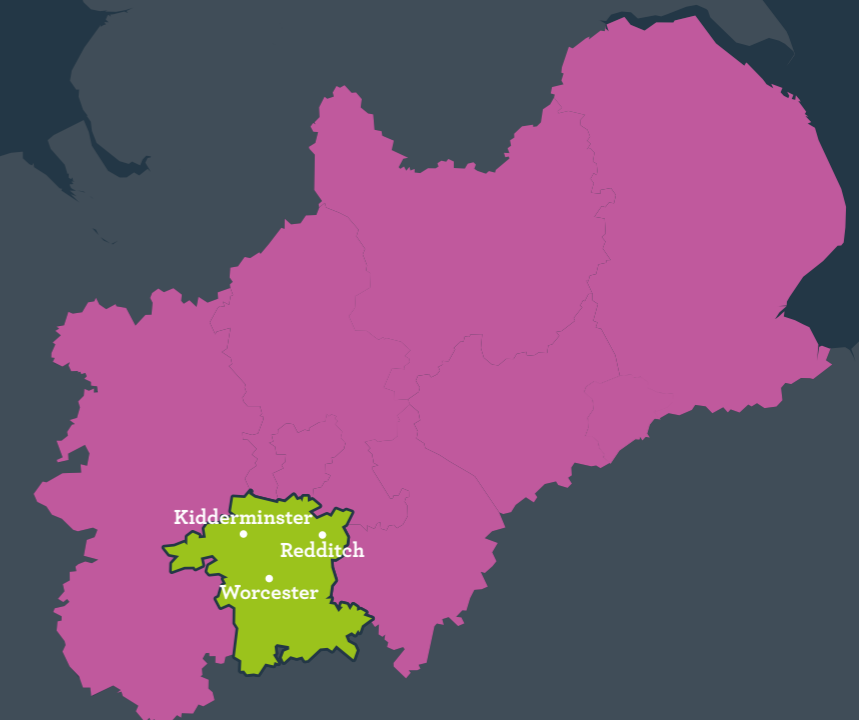


62%  
businesses surveyed close to the A46 say they would create new jobs if the A46 was improved

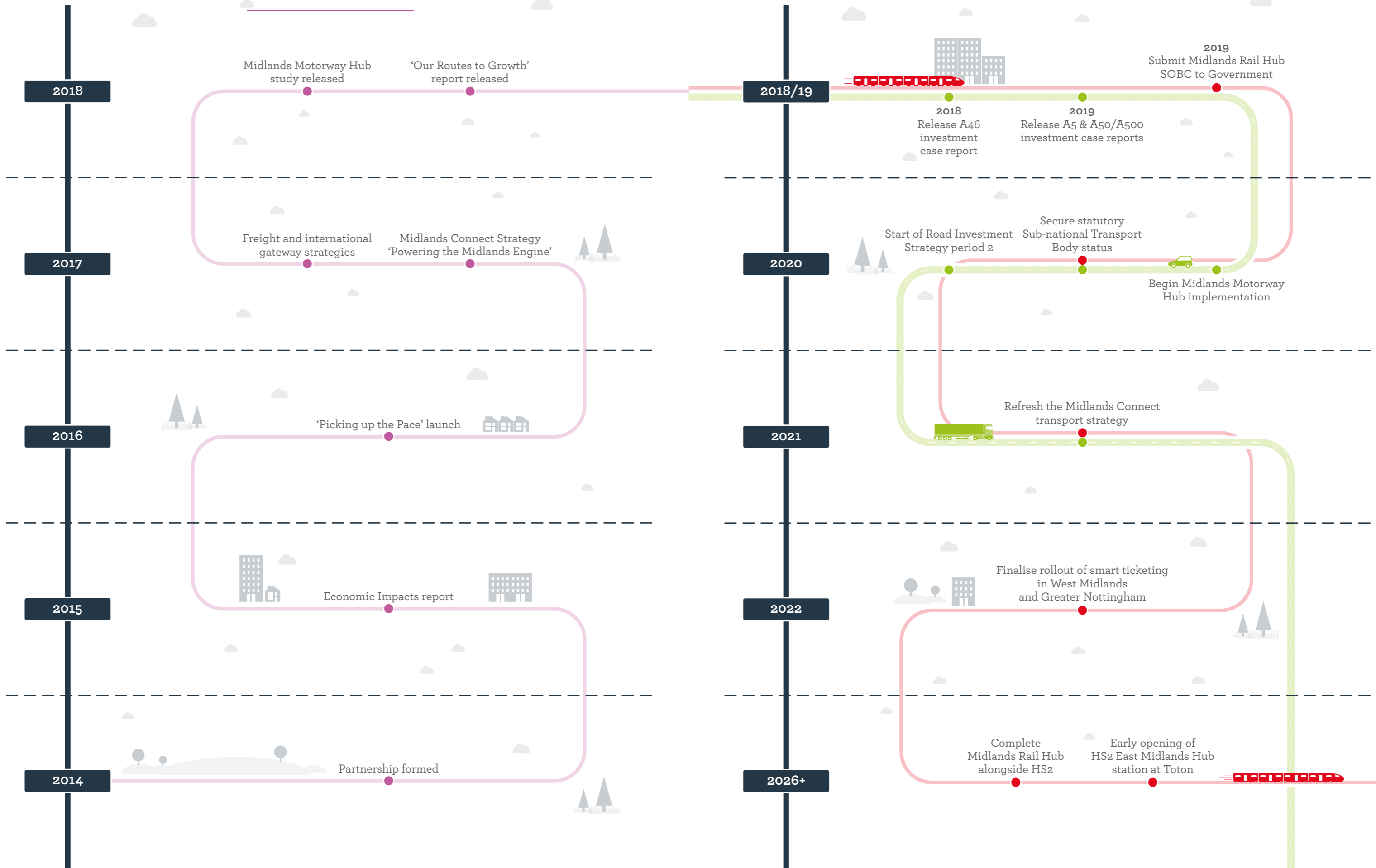


80,000

more people in Worcestershire within a 1 hour commute of Birmingham under Midlands Rail Hub plans



# Our Timeline





# Our Partners

Midlands Connect is a collaboration of local authorities, LEPs, chambers of commerce, Network Rail, Highways England and central government.

## Local Authorities



## Chambers of Commerce



## LEPs



## National Agencies



## Airports

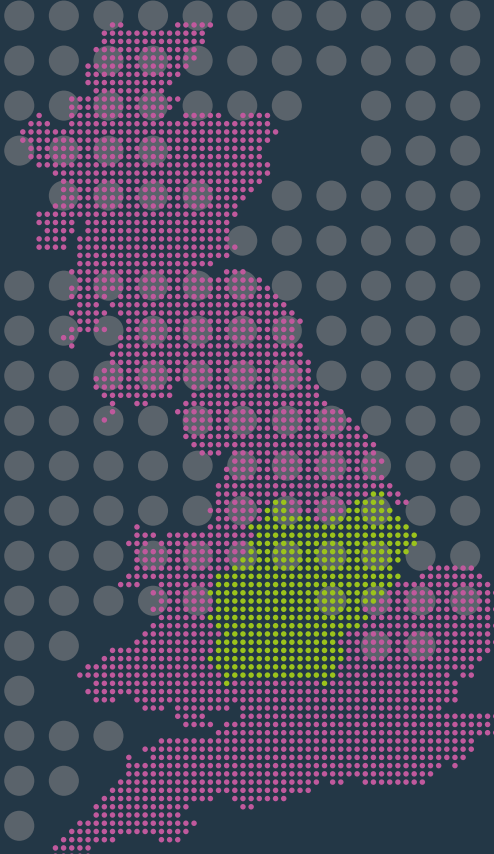


## Also working with





- Immingham
- Grimsby
- Chesterfield
- Lincoln
- Mansfield
- Skegness
- Matlock
- Newark-On-Trent
- Stoke-On-Trent
- Nottingham
- Derby
- Grantham
- Stafford
- Burton upon Trent
- Shrewsbury
- Loughborough
- Telford
- Lichfield
- Oakham
- Wolverhampton
- Walsall
- Tamworth
- Leicester
- Birmingham
- Nuneaton
- Ludlow
- Kidderminster
- Solihull
- Coventry
- Redditch
- Warwick
- Worcester
- Stratford-Upon-Avon
- Hereford
- Ross-On-Wye



**Midlands Connect**  
Powering the Midlands Engine

**Midlands Connect**  
16 Summer Lane, Birmingham, B19 3SD

MCAdmin@midlandsconnect.uk   
 www.midlandsconnect.uk   
 @MidsConnect 