

Emerging Strategy

Executive Summary

November 2016



Midlands Connect
Powering the Midlands Engine



Foreword



Sir John Peace

Chairman of Midlands Engine and Midlands Connect

As we get closer to the finalisation of the Midlands Connect strategy in March 2017, we pause, in order to reassess the economic and political climate in which we are now in – and how that has changed in the few short months since I was appointed chairman of Midlands Connect. This Emerging Strategy, allows us to take that breath to ensure that we are still reaching for outcomes that are as relevant now as when we started the process. Our Emerging Strategy guides the path to the final strategy and identifies where we believe the emphasis should be.

Our geographical position, infrastructure and access to supply chains, is what encourages so many companies to locate in the Midlands. We have national strengths in sectors such as manufacturing, freight and logistics and food technology; and we have attracted record levels of investment from China, India and North America since 2009. We need to continually invest in our transport infrastructure; not just for the Midlands but also for the whole of the UK to succeed outside of the EU. There are a huge amount of nationally important transport assets in our region; if these fail then the UK will fail. Our strategy is seeking extra capacity and faster journey times; but almost more importantly we're planning for a more resilient network.

HS2's arrival to both the East and West Midlands will bring significant economic benefits; from both the new line itself and the capacity it releases elsewhere. It is vital that we harness the huge opportunity open to us from this new piece of national infrastructure. Our strategy plans for its arrival and seeks to exponentially increase its value to the Midlands.

Our strategy is not all about new or upgraded infrastructure. We live in a digital economy where access to information is transforming every aspect of our daily lives. We must not just keep up, but lead the field in transport technology and ensure that innovation runs throughout our strategy.

The Midlands Engine will encourage economic growth to our region, Midlands Connect's role within the Engine is to enable ease of movement for people and goods, link to international markets to help rebalance the UK economy and above all ensure a better quality of life for Midlanders. This Emerging Strategy shows how we can accomplish this and paves the way for our future.

This is our second report, in which we make the case for strategic transport investment to power the Midlands Engine for Growth.

As well as supporting our Midlands economy, our networks are at the centre of the UK's transport network and as such are vital links for the North, South, East, Wales and the West of the country.

Unlocking connectivity in the Midlands, unlocks economic potential for us all.

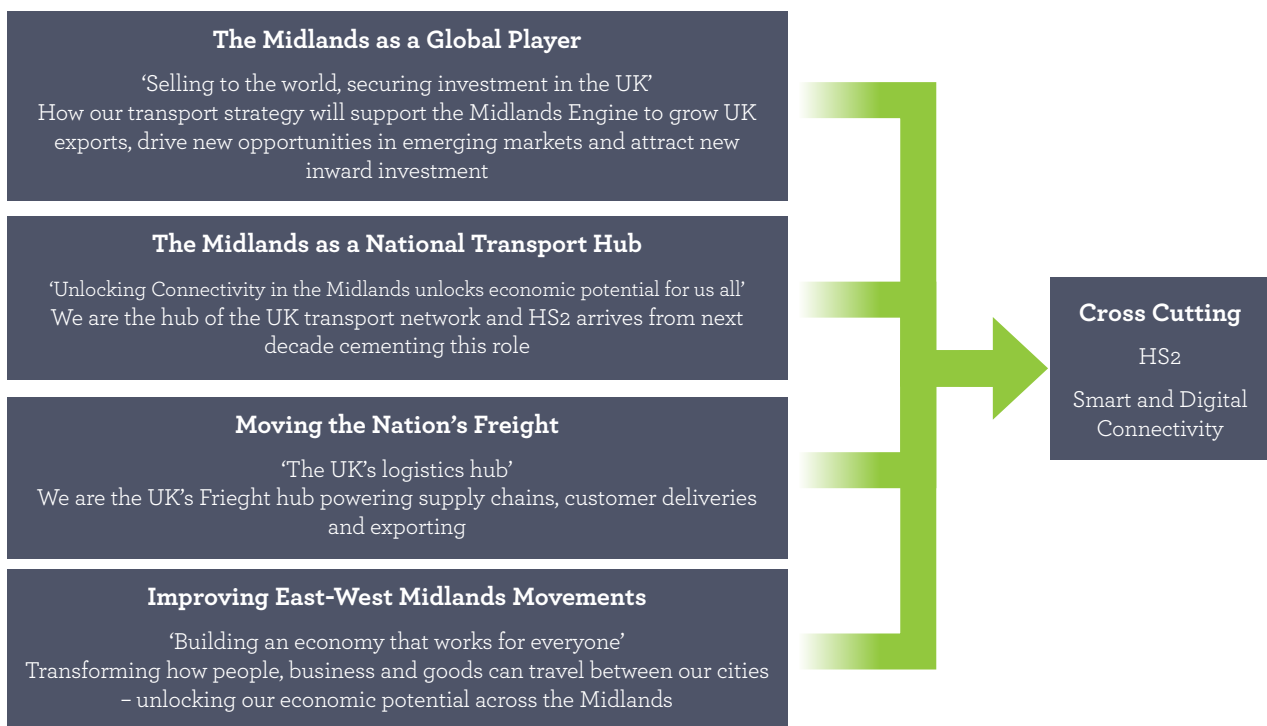
The Midlands Engine is backed by the Prime Minister who said recently

“ together we will make the Midlands - from Lincolnshire to Shropshire – a powerful engine for growth ”¹.

The Midlands is built on a strong advanced manufacturing sector, the UK's largest cluster of logistics activity, high-growth technology businesses, and professional services in our major cities. We lead the UK's export market.

These combined strengths mean the Midlands Engine is perfectly positioned to take the lead in growing our cities.

The Midlands Connect Strategy will set out how transport investment will support the Midlands Engine under **four themes that mirror our economic role at a global, national and regional scale.**



Through more reliable and faster journeys to, from, and through the Midlands, we will remove transport as a barrier to growth and enable enhanced productivity of the regional and national economic activity dependent on our rail and road networks.

Our Growth Potential

The Midlands is worth over £220 billion to the UK economy. By raising the productivity of Midlands' workers to the national average would in itself grow our economy by £25 billion per annum, or 12% of current output.

Transforming our transport connections will bring our cities closer together can help deliver this through stronger agglomeration. By removing bottlenecks on our networks we can drive business efficiency and save us all time.

Our strategy will complement the HS2 Growth Strategies by maximising the strategic connectivity of the HS2 stations to make the Midlands truly “HS2 ready”.

The region's Strategic Economic Plans set out the ambition for over half a million new jobs in the coming years. Over 300,000 of these are in key growth sites that direct transport investment can unlock. This investment will be complemented by new housing, skills training and inward investment led by the Midlands Engine.

¹ Theresa May, writing in the Birmingham Mail 18th August 2016

Our Emerging Priorities

The following maps within this summary of our Emerging Strategy show the main options for investment in the strategic road and rail networks that we are currently assessing. The Midlands Connect Strategy, to be published in March 2017, will set out which of these options we want to prioritise for investment, and those which are worthy of further development as part of an overall programme.

Priorities for early development and delivery

Existing Commitments delivered in full

- Midland Mainline upgrade and electrification.
- Road Investment Strategy 1 schemes – including the four strategic committed for development: A46 Newark Northern Bypass; M5/M42 Birmingham Box Phase 4 Smart Motorway; A45 Stanwick to Thrapston upgrade; and M1 Junctions 19 to 23A Smart Motorway.

Midlands Rail Hub

A series of infrastructure measures to provide additional train capacity in central Birmingham to enable up to ten additional trains each hour. These services will be used to address the severe overcrowding forecast early next decade and provide new and enhanced regional connectivity across the whole region. We are seeking immediate scheme development funding to ensure we can see delivery commence early next decade.

Midlands Motorway Hub

Lying at the centre of the Strategic Road Network (SRN), the M42, M5 and M6 ‘box’ around the Birmingham hub plays a vital role in the success of the UK’s economy. Highways England has agreed to commit funding for this study matched by Midlands Connect to examine the current and long term issues up to 2040 and recommend potential solutions to feed into the next RIS.

Developing East-West Rail Solutions

Network Rail, on request from Midlands Connect, is currently undertaking a high-level assessment of what

might be possible to achieve to open up east-west connections. Midlands Connect is also identifying which services would drive economic growth. We need funding to take our recommendations forward from March 2017.

Smart and Digital Connectivity Quick Wins

A number of ‘quick win’ schemes have been developed that can deliver benefits within three years. These cover ticketing, communications and open data. The package will seek to trial new transport developments, provide tangible benefits to passengers and operators, support economic growth and embed some of the technology and behavioural change that future travel is likely to rely on.

The M5/M6 junction and M6 junction 8 to 10A

This section of the network is one of the worst in the country and causes significant delays to people and freight travelling both regionally and nationally. We are currently assessing potential solutions.

M42 – Junction 4 to 7 Widening

The M42 carries strategic traffic between London and the North West, and from the ports in the South West, to the north, as well as local and regional traffic. As such, it can be very congested at peak times. Whilst the upgrade to Junction 6 has been announced, we are investigating widening between junctions 4 and 7 to provide a longer-term solution.

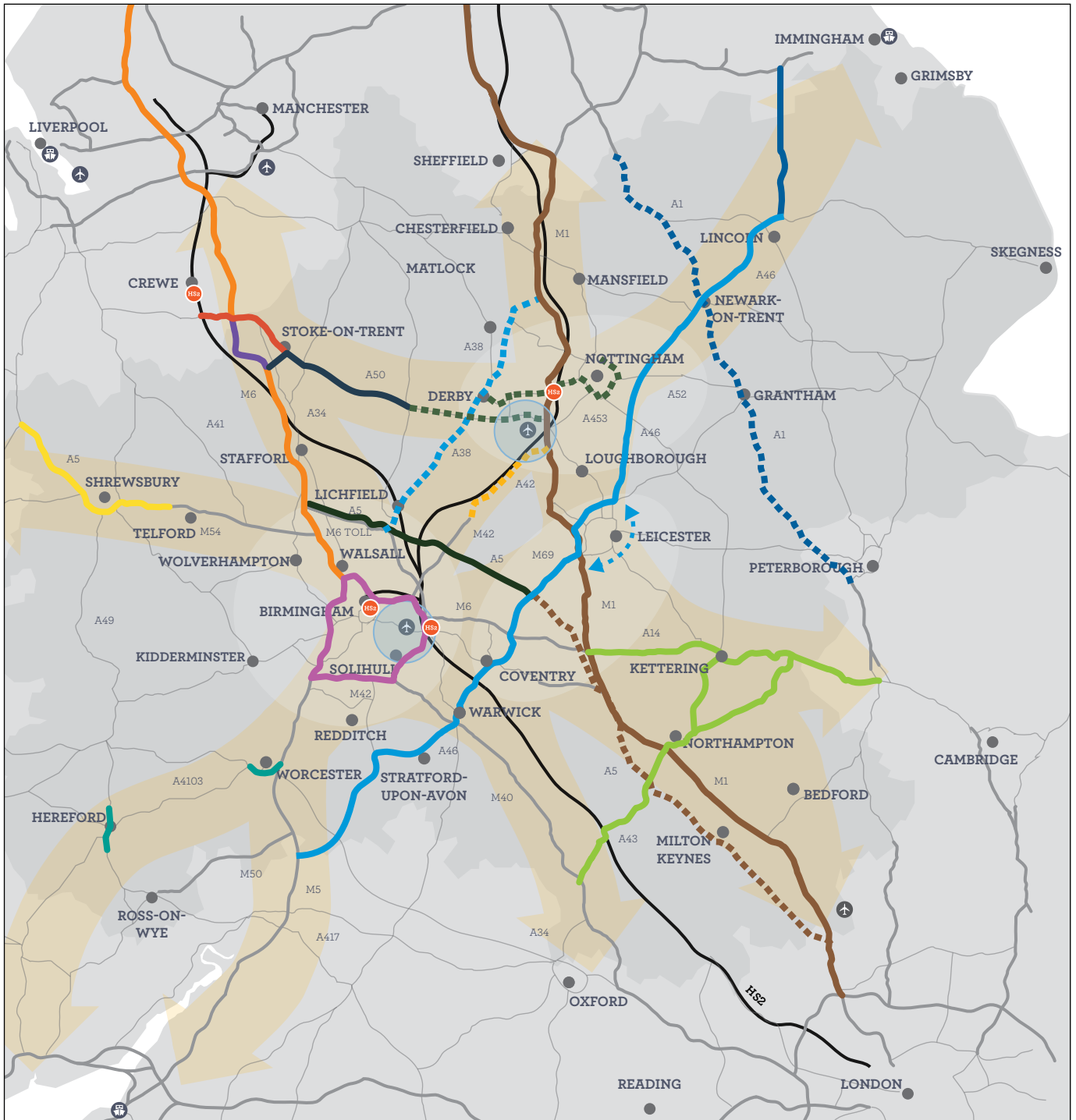
M6 Smart Motorway Junction 15-16, Including Junction 15 Upgrade

Completing this one remaining gap in the smart motorway between Birmingham and Manchester will maximise the investment from the current Smart Motorway programme and provide greater national reliability and resilience.

Next Steps

The key milestones for the next phase our strategy development and delivery are set out below.

Action	By When
Submission of Strategic Outline Business Case for Smart and Digital Connectivity	Autumn 2016
Midlands Rail Hub – proposition for development funding	Autumn 2016
Development of Strategic Outline Business Cases	Spring 2017
Development of Sub-national Transport Body Proposition	Spring 2017
Full Midlands Connect Strategy	March 2017
Midlands Motorway Hub – Study to inform RIS2	Spring 2017
Midlands Rail Hub – commencement of scheme development (subject to government approval)	Spring 2017
Smart Connectivity Programme Initiation (subject to government approval)	Winter 2017



Scheme for early Development and Delivery:

Midlands Motorway Hub (broad area shown – but priority areas include the M42 between J4 and J7, the M6 between J8 and J10 and the M5 / M6 interchange)

Options under consideration by strategy theme

Midlands as a Global Player:

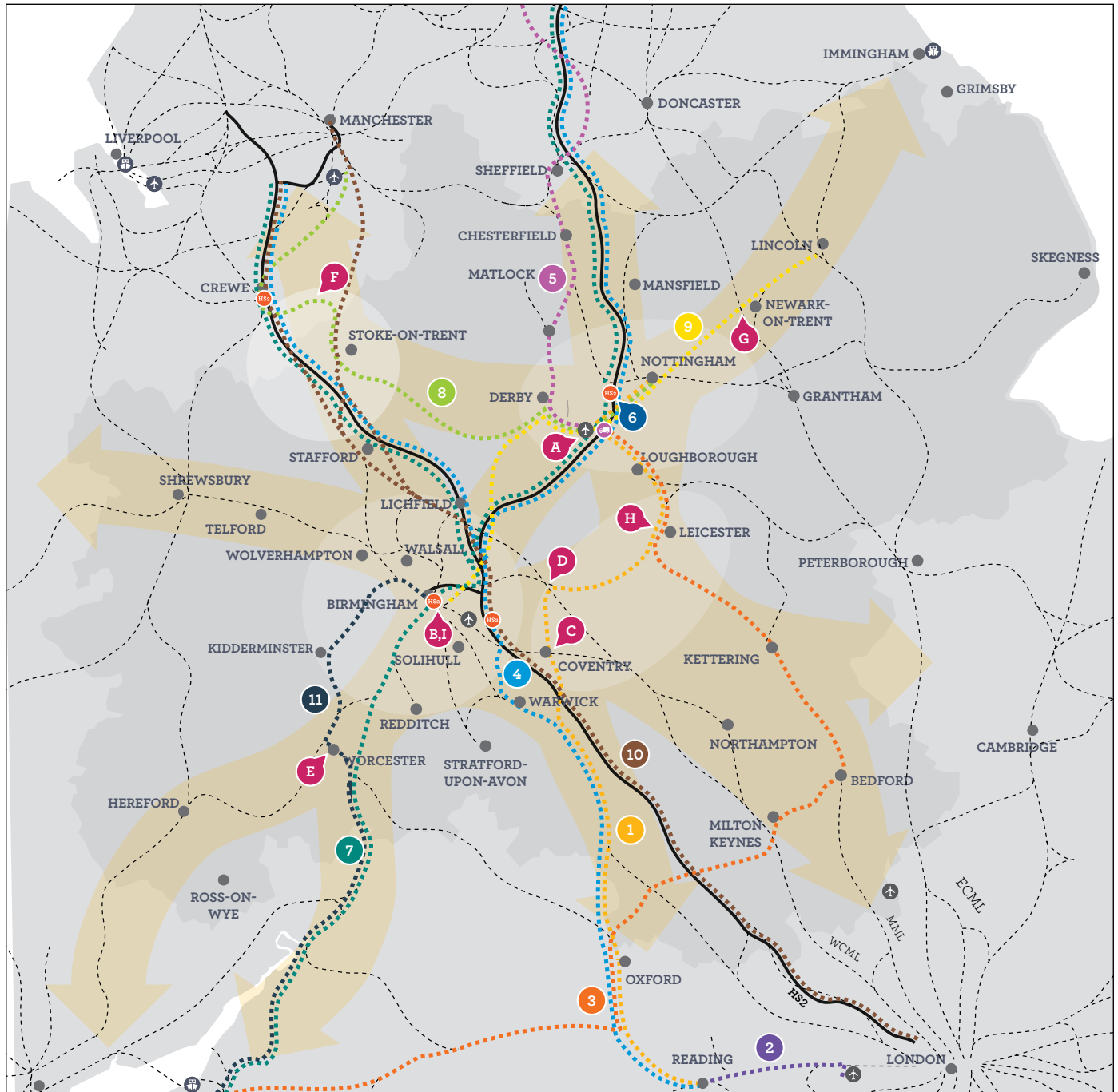
- Access to Birmingham and East Midlands Airports
- Access to Immingham
- Access to Felixstowe
- Access to Holyhead

National Transport Hub and Freight:

- Stoke to Crewe
- M6 Smart Motorway Junction 15-16 and Junction 15 upgrade
- M6 long term capacity enhancements (beyond Smart Motorway)
- M1 long term capacity enhancements (beyond Smart Motorway).
- - - May include enhancement of the parallel A5 corridor
- - - Upgrade of A1 to A1(M)
- A46 corridor upgrade (to at least expressway)
- - - May include bypass to south/east of Leicester
- A5 corridor between Cannock and Rugby

East-West Connectivity:

- A42 upgrade (to motorway standard)
- - - A38 upgrade (to expressway)
- - - Nottingham / Derby measures
- Stoke hub measures
- Worcester and Hereford measures

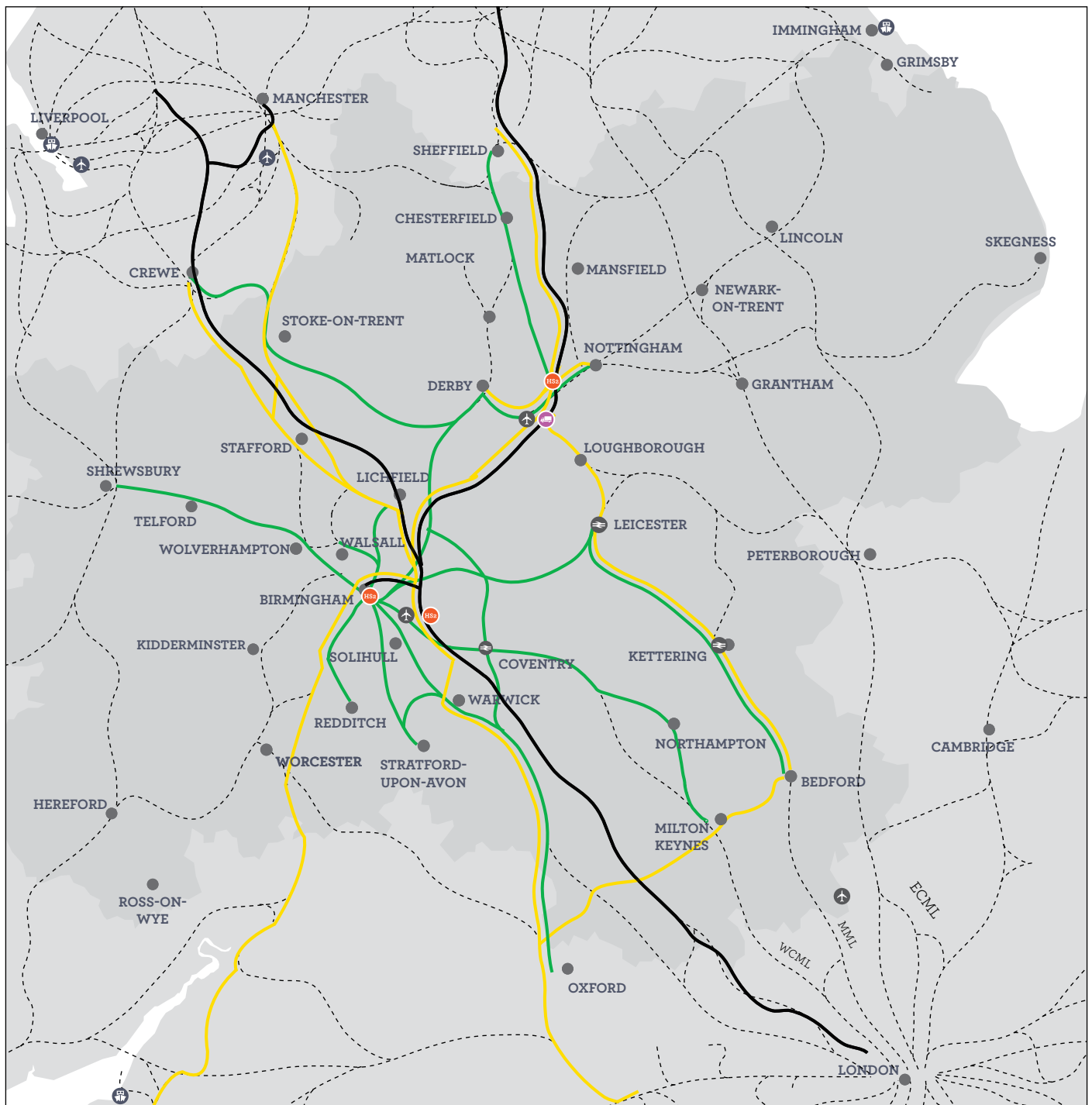


Major new service patterns

- 1 New services to the Thames Valley from the East Midlands
- 2 New services to Heathrow Airport from the Midlands
- 3 New services from the East Midlands to Bristol via E-W Rail
- 4 New classic compatible services into HS2 from the South of England
- 5 More frequent services on the classic network between the East Midlands and Leeds
- 6 New classic compatible services into HS2 at Toton (both north and south facing)
- 7 New classic compatible services into HS2 from the South-West
- 8 New services from the East Midlands to the north-west via the North Staffordshire Line
- 9 New services between Lincoln and Birmingham via Nottingham and Derby
- 10 New classic compatible services to Stafford and Stoke (and beyond) via HS2 and Handsacre Junction
- 11 New services into the West Midlands, through Worcestershire

Major new infrastructure

- A Trent Junction Capacity Enhancement (possibly grade separation of some movements)
- B Midlands Rail Hub (making several improvements in the Birmingham area, including works in the Bordesley area to provide new links to Birmingham Moor Street)
- C Wolverhampton to Coventry Capacity Enhancements (including work at Coventry to facilitate more south-north movements)
- D Nuneaton Capacity Enhancement (facilitating new direct services between Coventry and Leicester, and beyond)
- E Worcester Area Capacity Enhancement (facilitating improved service provision through the area, possible requiring double tracking between Droitwich Spa and Stoke Works Junction)
- F Stoke to Crewe Capacity Enhancement (may require double tracking to facilitate further service provision along the North Staffordshire Line and beyond)
- G New flyover / similar at Newark (to grade separate the East Coast Main Line and the Newark Castle route)
- H Infrastructure improvements in the Leicester area (including potential quadrupling of the railway, new platforms at Leicester, a new diverder at South Wigston and dynamic freight loops on the line to Nuneaton)
- I Infrastructure improvements in the St Andrews area (to maintain freight capacity in light of several passenger aspirations)



- HS2
- Released Capacity - New services on existing network
- Classic Compatible - Services capable of operating on high-speed line and existing network



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Midlands Connect

16 Summer Lane, Birmingham, B19 3SD

✉ MCAdmin@midlandsconnect.uk

➔ www.midlandsconnect.uk

🐦 @MidsConnect