

A strategic transport manifesto for the Midlands

Our Comprehensive Spending Review asks



Midlands Connect
Transport | Investment | Growth

September 2020

Why this, why now?

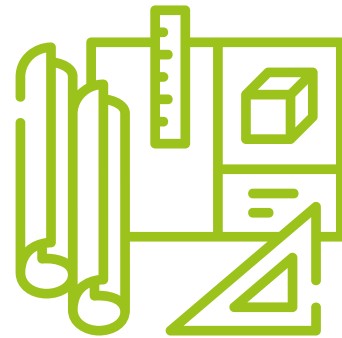
The UK is facing the most vast and complex set of challenges in living memory. Not only is it essential that we secure our status as a global trading hub post-Brexit and work in earnest to address the threat of climate change, the country is now in the midst of an unparalleled economic crisis caused by the COVID-19 pandemic.

The proposals and investments outlined in this document are designed to face these challenges head on by:

- **Levelling-up** the UK economy, using infrastructure investment as a tool to spread social mobility, productivity and prosperity
- Supporting the creation and protection of highly-skilled jobs, as well as the housing development and regeneration so essential to our **COVID-19 recovery**
- Encouraging public transport use and reducing congestion to limit the UK's **carbon emissions**
- Opening up access to the ports, freeports and airports boosting **international trade**
- Widening the reach and impact of HS2 through integration with Midlands Engine Rail, **accelerating the benefits** for local communities, especially those in deprived areas.

As the sub-national transport body for the Midlands, Midlands Connect has gained consensus on these priority schemes from its partnership of local authorities, chambers of commerce, local enterprise partnerships and airports. It is this consensus and prioritisation that was previously lacking on a region-wide level, stifling growth and investment over successive decades.

We are now in a position to move forward, to work with our local authority partners and national delivery bodies and support this Government in moving these projects forward for delivery sooner, an intention outlined by the Prime Minister and Chancellor as part of 'Project Speed'. Now is the time for us to build back better, build back greener and deliver faster.



Prime Minister Boris Johnson speaking in Dudley on 20th June 2020

"I don't think that this crisis has ended the desire or need to move around swiftly and efficiently. More than ever the time has come when we must unite and level up in the most basic way possible, not just with HS2 and NPR but with better roads, better rail.

...Delays in our system are a massive drag on the productivity and the prosperity of this country and so we will build better and build greener but we will also build faster, and that is why the Chancellor and I have set up Project Speed to scythe through red tape and get things done."

Rail

Midlands Engine Rail

Our £3.5 billion rail improvements pipeline, which will enhance connectivity both Midlands and UK-wide, increase public transport use, support highly-skilled jobs and accelerate the move towards a carbon-neutral economy. Projects urgently requiring Government investment include:

Midlands Rail Hub (Phase 2)

Funding needed: £5 million

Delivery: 2024 onwards



Included in the Conservative Party Manifesto, the Midlands Rail Hub is an affordable, yet ambitious plan to open up extra capacity, increase rail patronage and improve journey times between the region's economic centres, including Birmingham, Leicester, Derby, Nottingham, Coventry and Hereford. Phase 2 of the project will deliver important improvements including:

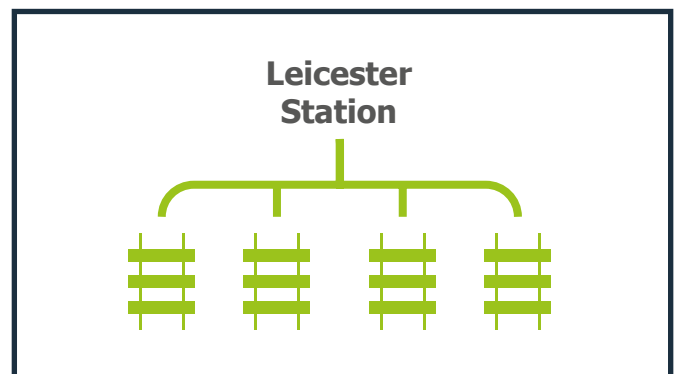


A new direct rail connection between Coventry, Leicester and Nottingham



At present only one per cent of journeys between the cities of Coventry and Leicester and Coventry and Nottingham are made by rail. By reinstating direct services between these economic centres, we can significantly reduce journey times and provide a feasible, reliable alternative to travelling by car.

Four tracking at Leicester station to allow more services to run into and out of the terminal.



At present, capacity constraints negatively impact Leicester's rail connectivity UK wide. Four tracking the route into the station, (as is the case at Nottingham and Derby stations), will increase reliability, allow for the introduction of enhanced local connections (e.g. to Birmingham, Coventry and the HS2 East Midlands Hub) and future proof Leicester station for further growth.

Birmingham Airport Connectivity

Funding needed: £20 million

Delivery: 2024 onwards



This project will vastly enhance rail connectivity to Birmingham International and Coventry railway stations, securing direct services for 2.2million more people from destinations such as Derby, Sheffield, York and Newcastle, as well as doubling the frequency of services to Leamington Spa, Banbury, Oxford and Reading; all achieved by double tracking sections of the railway between Leamington and Coventry.

As well as the outputs above, this project will improve reliability, removing the domino-effect of hold-ups a single track railway creates, open up access to HS2 at the nearby Interchange station, create space for more freight, reduce congestion on the Birmingham – Coventry rail corridor and support employment at the NEC, Jaguar Land Rover and Birmingham Airport. This £20million funding will make the scheme shovel-ready, meaning that delivery can begin in this parliament.



Access to Toton

Funding needed: £4.5 million

Delivery: Phase one complete by 2030



This multimodal transport strategy will support, accelerate and maximise the benefits of HS2 in the East Midlands by connecting towns, cities and villages across the region to the HS2 East Midlands Hub at Toton, as well as boosting regional transport connectivity. The rail interventions in this scheme will allow improved links from Derby, Leicester and Nottingham to the HS2 East Midlands Hub allowing for services four times per hour, as well as resulting in the reopening of the Maid Marian Line to passenger traffic, connecting Mansfield to the HS2 East Midlands Hub. Phase One of the project can be delivered in the next decade.

A full rundown of all Midlands Engine Rail schemes is provided in the table on page 7

Road

The COVID-19 pandemic has reinforced the crucial role the UK's logistics operators play in transporting essential goods to our stores and homes. We also know that our roads are essential in supporting employment, access to services and our industrial supply chains, particularly in the region's manufacturing, textiles and logistics industries, which operate on an international scale.

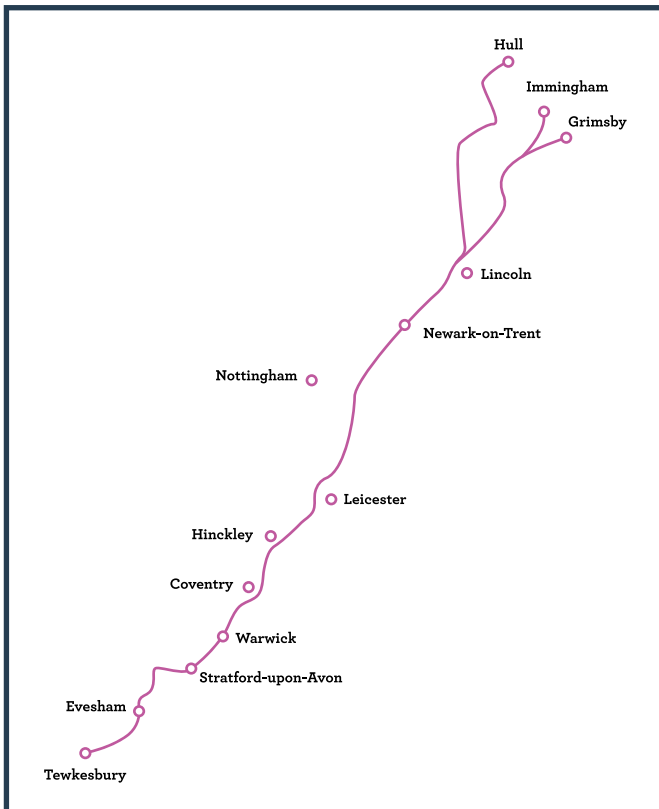
Our three corridors below, are all important in supporting business, trade and housing growth. We want to develop productivity plans for these corridors that will catalyse transport investment to promote new housing and raise productivity. A renewed focus on holistic placemaking is essential in levelling-up the UK economy.



Trans-Midlands Trade Corridor (A46)

Funding needed: £2.3 million*

Delivery: 2023 onwards

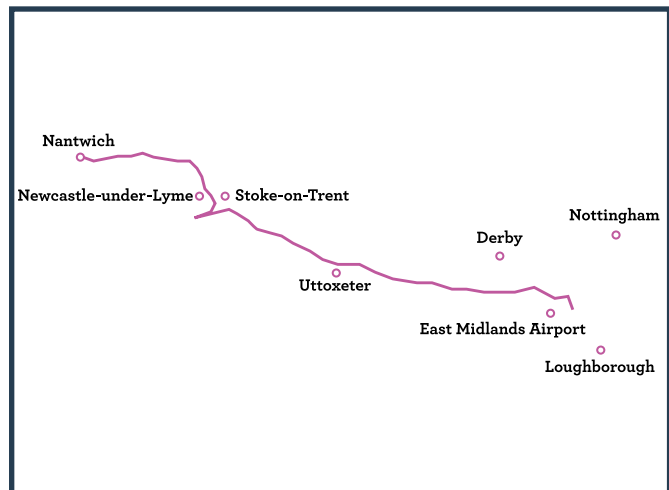


*£700,000 contribution already secured from organisations along the corridor, along with a commitment to collaborate, signed by over 40 partners

North Midlands Manufacturing Corridor (A50/A500)

Funding needed: £1.5 million

Delivery: 2023 onwards



Midlands Logistics Corridor (A5)

Funding needed: £1.5 million

Delivery: 2023 onwards



Technology

Midlands-wide ‘tap and cap’ smart payment system for public transport

Funding needed: £20 million

Delivery: 2022 onwards

We need to change the way we use and pay for public transport. Midlands Connect is asking Government to back a region-wide ‘tap and cap’ smart payment ticketing system for public transport, similar to that used by Transport for London. This system will allow all public transport, including buses, trams and rail journeys to be paid for by a single smart card, bank card, or electronic device, across the whole of the Midlands. These journeys will be subject to a daily ‘cap’ improving value for money and increasing flexibility in a post-COVID landscape where the 9-5 Monday-Friday working pattern is no longer the norm.

This funding would be allocated to Transport for the West Midlands, with Midlands Connect acting to roll out the scheme across both the East and West Midlands, working with operators, councils and local authorities.



Next steps

Our proposals for investment require your support now.

We ask that you work with us to reach out to the Prime Minister, Chancellor and ministers to secure funding for these strategically-important projects in the upcoming Comprehensive Spending Review.

If you have any questions about these projects please email:

MComms@MidlandsConnect.uk



Our CSR asks

Programme	Scheme	Funding Required	Estimated timescale for delivery if funding is available
Rail: Midlands Engine Rail	Midlands Rail Hub Phase 2	£5m	from 2024 onwards
	Birmingham Airport Connectivity	£20m	from 2024 onwards
	Other Midlands Engine Rail schemes: Derby-Stoke-Crewe Shrewsbury-Birmingham-London Bedford- Leicester-Leeds (via HS2 East Midlands Hub) Nottingham – EMH –Leeds Nottingham-Lincoln	£8m	from 2024 onwards
	Access to Toton	£4.5m	Phase One to be delivered by 2030
Roads: Economic Corridors	Trans-Midlands Trade Corridor (A46)	£2.3m	from 2023 onwards
	North Midlands Manufacturing Corridor (A50/A500)	£1.5m	from 2023 onwards
	Midlands Logistics Corridor (A5)	£1.5m	from 2023 onwards
Technology: Smart Ticketing	‘Tap and cap’ Midlands-wide payment system	£20m	2022 onwards



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