

Building Back Better

A strategic vision for a greener and sustainable
Midlands' transport network

Midlands Connect Budget Submission
January 2021



Midlands Connect
Transport | Investment | Growth

Why this, why now?

The region, country, and world we live in is unrecognisable to that we inhabited just a year ago. The unparalleled challenges of a global pandemic, the UK's exit from the European Union, and the ongoing blight of climate change, mean that decisive action, demonstrable progress and strategic innovation are more important than ever. This is especially true for our transport network.

The Prime Minister has reinstated his commitment to infrastructure investment as an important tool in our economic recovery from COVID-19, and as a catalyst for the connectivity, social mobility and

increased productivity so important to levelling-up the UK regions.

The investments outlined in this document are each;

- **Backed by a strong evidence base** - their scope, affordability and suitability having been closely evaluated
- **Aligned to Government's policy objectives** namely decarbonisation, high-value job creation and the levelling-up agenda
- **Endorsed by the Midlands region** - agreed upon by local authorities and business groups region-wide.

Each intervention can be placed into one of three categories:

1. Project deliver

Current economic turbulence dictates that we take decisive action to make improvements now. These investments can be implemented during this Parliament, delivering benefits to local communities sooner.



2. Project speed

We must accelerate the development of major transport schemes to speed up progress and make important improvements 'shovel-ready' more quickly. These investments will bring forward strategically-important projects, so we can build them sooner, creating jobs in a wide range of sectors.



3. Project trade

Brexit represents the biggest change to trading conditions in a generation. While businesses will need to adapt to new regulations and legislation, it is essential that UK Plc is empowered to make the most of the opportunities this new environment presents, boosting trade. These investments will support the transport and logistics industries as well as smoothing access to both UK and international markets.



Chancellor Rishi Sunak addressing Parliament on 8th June 2020:

"It is one thing to sit here and approve budgets for things; it is more important that we get on and actually deliver them. We need to make sure that our communities see tangible improvements in what is happening around them, and, particularly given the economic situation we face at the moment, there is a premium on doing that quickly. That is why... we have initiated Project Speed to look at our entire process end to end—procurement, planning, construction and regulations approval—to ensure that we can deliver for our communities as quickly as possible."

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."



Project deliver

Investments that can be implemented and delivered within this Parliament.

Accelerating Midlands Engine Rail

Midlands Engine Rail: Midlands Rail Hub (Phase One)

Funding needed: £27 million (capital)

Delivery: 2024

We are seeking funding to reinstate platform 4 at Birmingham Snow Hill station, making a series of upgrades that will allow both local commuter and longer-distance services to terminate in the heart of the city's shopping and central business district. This will open up capacity at nearby Birmingham Moor Street station and increase choice and convenience for passengers.

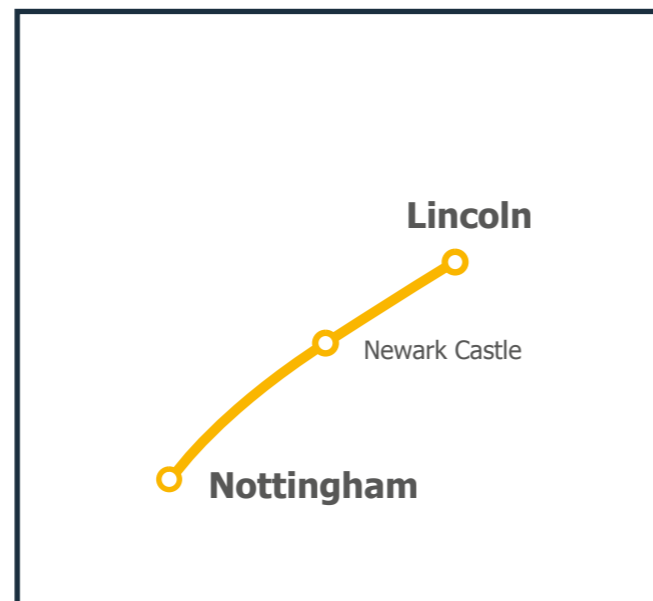


Midlands Engine Rail: Nottingham to Lincoln (Phase One)

Funding needed: £5 million (capital)

Delivery: by 2022

Network Rail is planning to replace the signalling system between Newark and Lincoln, which could allow services to run at 75mph on this route in future. We're working with Network Rail and the DfT to secure an extra £5million to address the other constraints that prevent this increase in linespeed, leading to faster journey times.



Smart Ticketing

Funding needed: £20 million (capital)

Delivery: 2022 onwards

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, encouraging passengers back onto public transport in greater numbers and reducing private car use. This funding would be allocated to Transport for the West Midlands for them to deliver the product, with Midlands Connect acting to roll out the scheme across both the East and West Midlands, working with operators, industry bodies and local authorities.



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.

MRN and LLM

Funding needed: £321 million (capital)

Delivery: 2021 - 2025

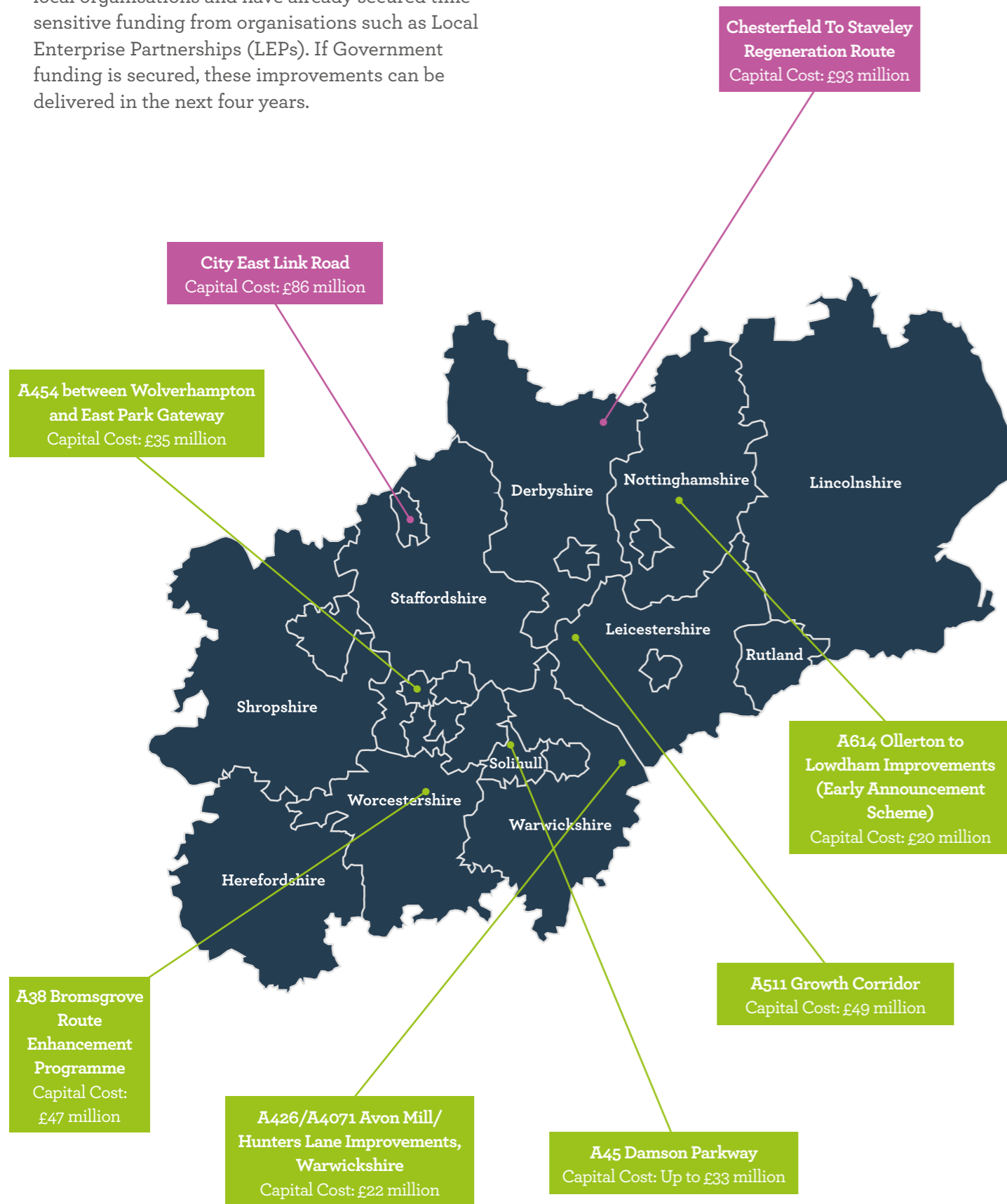
Empowered by the Department for Transport, Midlands Connect has prioritised and submitted a number of 'shovel-ready' schemes for the DfT's Major Road Network (MRN) and Large Local Major (LLM) funds.

These schemes, submitted by local authorities, were assessed for their feasibility, deliverability and ability to ease congestion. Each of the improvements is linked to wider regional priorities and objectives, including securing economic renewal, boosting productivity and supporting new housing development, as well as encouraging active travel such as walking and cycling.

The interventions, which range from junction improvements to structural renewals, will act as an economic stimulus for our region's towns and

cities, accommodating ambitious job creation, encouraging more people to walk, cycle and use public transport, and providing better links to our Strategic Road Network (SRN) and the national and international markets it serves.

These schemes will be funded in partnership with local organisations and have already secured time-sensitive funding from organisations such as Local Enterprise Partnerships (LEPs). If Government funding is secured, these improvements can be delivered in the next four years.



Scheme name	Estimated capital cost (nearest million)	Our funding ask (nearest million)
A614 Ollerton to Lowdham Improvement Road (MRN)	£29	£20
A38 Bromsgrove Enhancement Programme, Worcestershire (MRN)	£47	£41
A426/A4071 Avon Mill/ Hunters Lane Improvements, Warwickshire (MRN)	£22	£17
A511 Growth Corridor, Coalville (MRN)	£49	£42
A454 between Wolverhampton and East Park Gateway (MRN)	£35	£29
A45 / Coventry Road / Damson Parkway Junction, Solihull (MRN)	£33	£28
Chesterfield-Staveley Regeneration Route (LLM)	£93	£79
City East Link Road, Stoke-on-Trent (LLM)	£86	£65
Total capital cost: £394 million		
Total local contributions confirmed: £73 million		
Total capital funding ask: £321 million		

Project speed

Investments to develop and bring forward strategically-important transport plans, so we can deliver them sooner.



Midlands Engine Rail: Midlands Rail Hub

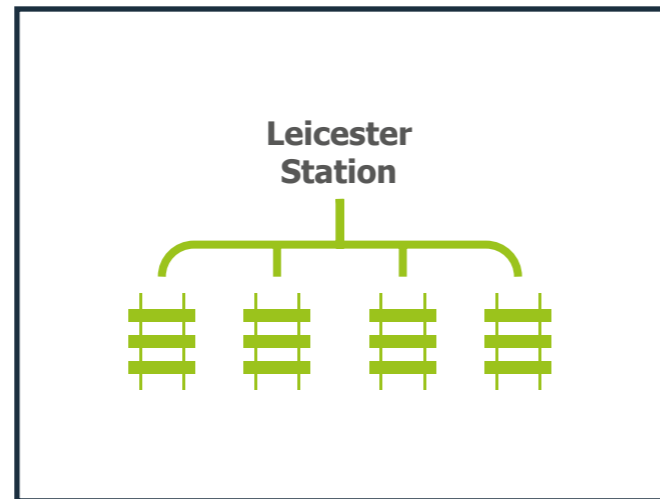
Funding needed: £5 million (development)

Delivery: 2024 onwards

This investment will allow us to develop plans for two important interventions:

1) 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 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.



2) Four tracking at Leicester station to allow more services to run into and out of the station

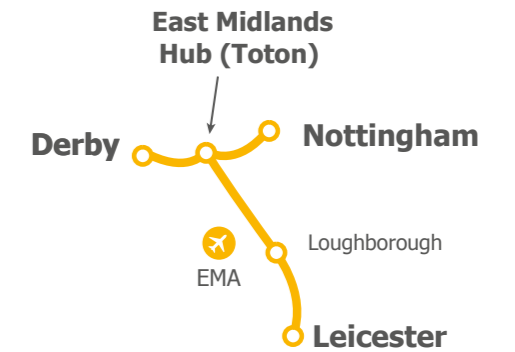
At present, capacity constraints negatively impact Leicester's rail connectivity UK wide. Four tracking the route into the station, (as is the case at Nottingham and Derby stations), will increase reliability, allow for the introduction of enhanced local and regional connections (e.g. to Birmingham,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

Midlands Engine Rail: Birmingham Airport Connectivity

Funding needed: £20 million (development)

Delivery: 2026

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 funding will make the scheme shovel-ready, meaning that delivery can begin in this parliament.



Midlands Engine Rail: Access to Toton

Funding needed: £4.5 million (development)

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.



Project trade

Investments to support international trade, enhancing access to both UK and international markets.



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. Smoothing access to supply chains, customers and routes to export is more important than ever in a post-Brexit Britain – businesses need a reliable and efficient road network to operate effectively and grasp the new opportunities available to them.

International trade in the Midlands Engine accounts for £90bn of our region's GVA each year.

We are responsible for 22% of England's exports - making us the largest exporting region in England.

Midlands Connect has identified three vitally-important strategic trade corridors that are central to supporting people and businesses, as well as boosting productivity. These east-west routes will also play an important role in supporting economic recovery and new housing.

We are working with the Midlands Engine to create holistic plans for these corridors, combining the best use of technology, alternative fuels and 5G, as well as prioritising interventions on the roads to improve the flow of traffic, reduce congestion and improve reliability.

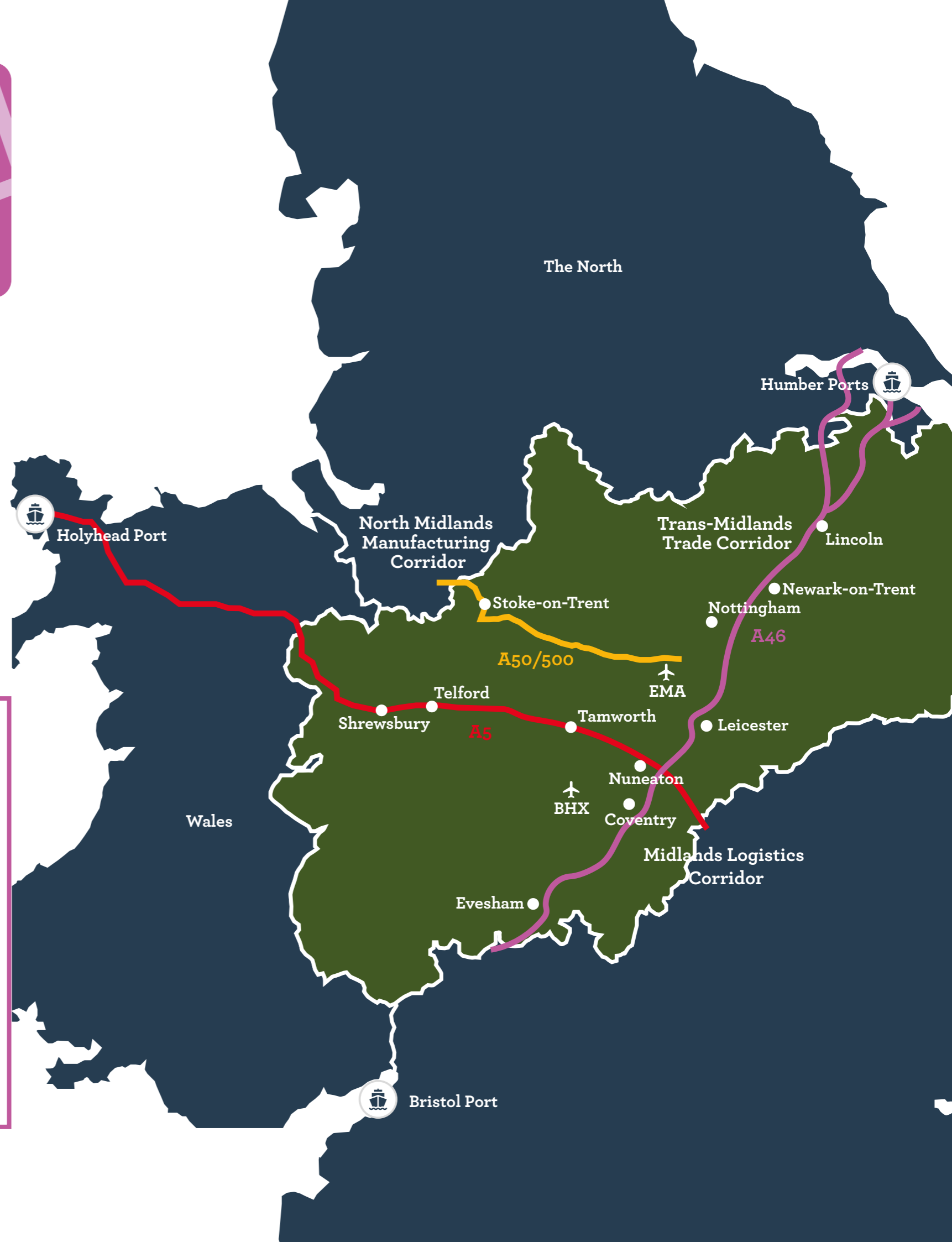


The allocation of £5.3 million of development funding will allow us to accelerate the development of already identified and prioritised schemes along our three Strategic Trade Corridors, making them ready for delivery:

Trans-Midlands Trade Corridor (A46) (£2.3 million*) *700K in local contributions already secured

Midlands Logistics Corridor (A5) (£1.5 million)

North Midlands Manufacturing Corridor (A50/500) (£1.5 million)



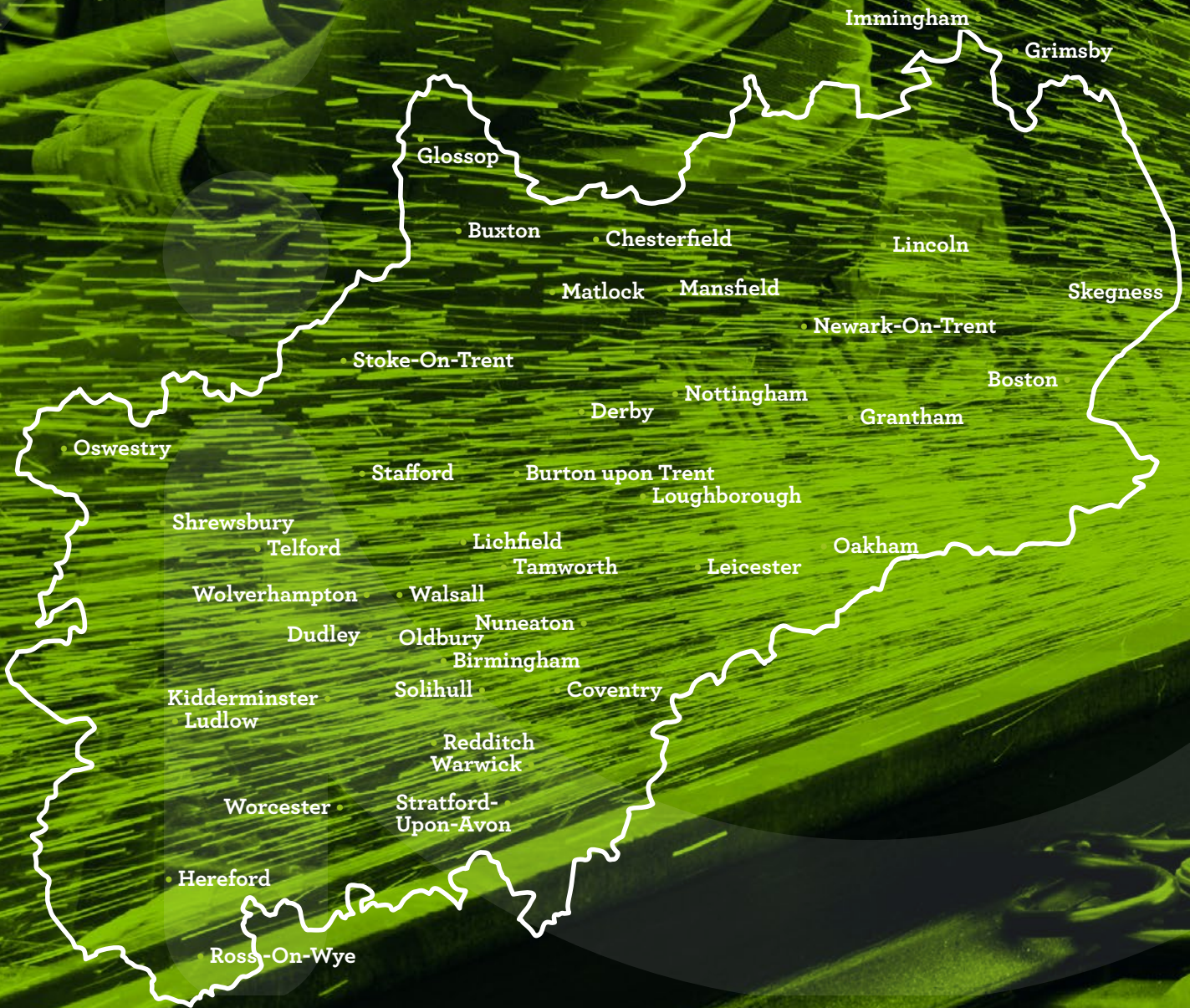
Our funding asks

Scheme type	Name	Funding ask	Delivery
Project Deliver			
Technology	Smart Ticketing	£20 million	2022 onwards
Roads	MRN/LLM	£321 million	2021-2025
Rail	Midlands Engine Rail Nottingham – Lincoln (Phase One)	£5 million	2021-2022
Rail	Midlands Engine Rail Midlands Rail Hub (Phase One)	£27 million	2024
Total capital funding ask: £373 million			

Scheme type	Name	Funding ask	Delivery
Project Speed			
Rail	Midlands Engine Rail: Midlands Rail Hub	£5 million	2024 onwards
Rail	Midlands Engine Rail: Birmingham Airport Connectivity	£20 million	2026
Rail	Midlands Engine Rail: Access to Toton	£4.5 million	Phase One delivered by 2030
Rail	Midlands Engine Rail: Derby-Stoke-Crewe Birmingham – Black Country – Shrewsbury Nottingham – Lincoln Midlands Connect Conventional Compatible services	£8 million	2024 onwards
Total development funding ask: £38.5 million			

Scheme type	Name	Funding ask	Delivery
Project Trade			
Road	A46: Trans-Midlands Trade Corridor	£2.3 million	2025 onwards
	A50/500: North Midlands Manufacturing Corridor	£1.5 million	2025 onwards
	A5: Midlands Logistics Corridor	£1.5 million	2025 onwards
Total development funding ask: £5.3 million			





MC | **Midlands Connect**
Transport | Investment | Growth

📍 Baskerville House, 2 Centenary Square, Birmingham, B1 2ND

🌐 midlandsconnect.uk

✉️ MCAdmin@midlandsconnect.uk

🐦 [@MidsConnect](https://twitter.com/MidsConnect)

