Autumn 2014

A Rail Vision for the West Midlands

"driving sustainable economic growth & improved social cohesion through enhanced connectivity, greater rail network capacity & local accountability"

Forward: A Rail Vision for the West Midlands

"A rail network which supports sustainable economic development, job creation and social cohesion"

This updated "***Rail Vision for the West Midlands***" represents the culmination of a workstream that started back in 2011/12 with the aim of creating an up-to-date pan-regional rail policy document.

It sets out the high level context and rail-specific regional aspirations for key ongoing (and future) workstreams including the significant investment by Government in the new high speed rail line ***HS2,*** the **Midlands Connect** initiative, the rail industry's business planning process for 2019-24 and the move towards a locally specified, more locally accountable provision of regional rail services as part of the **West Midlands Rail** devolution proposal.

The West Midlands rail network already contributes significantly to the region's economic, environmental and social needs, connecting communities with the regional centres and providing access to jobs and services in a safe, efficient and low carbon manner.

Strategically located at the hub of the national long distance rail network, West Midlands businesses are also well-connected with their customers across UK, Europe and, via the deep sea ports, the world, keeping significant volumes of traffic off the region's trunk road network.

The "*Rail Vision for the West Midlands*" sets out how the regional rail network can be developed to enable it to play an even greater role in supporting future regional prosperity and higher rates of employment.

Improved rail connectivity between regional and national centres will drive economic growth and job creation across the region, through a combination of faster journey times, more frequent services, better, more sustainable, access to the network and, where appropriate, new stations, freight terminals and services to meet market demand.

Strong growth, over and above that predicted in industry and government forecasts, is continuing in the regional and intercity passenger markets and also in the rail freight sector. As a result, greater capacity will be needed to meet this growing demand.

HS2 will be a key element in providing extra rail capacity and the high speed line will also put the West Midlands at the heart of the future UK strategic transport network.

Significantly, HS2 also facilitates a step-change in journey time reductions between the West Midlands and the South East from 2026 and between the West Midlands and the economic centres in Yorkshire, North West England and Scotland from the 2030's.

As a result, HS2 will undoubtedly reshape the economic geography of the UK, acting as a catalyst for local economic growth. The local rail network will therefore need to provide the regional connectivity to HS2 in order to maximise these economic benefits across the West Midlands region.

The future West Midlands rail network will make best use of capacity released by HS2 and also provide the additional network, train and station/terminal capacity & capability required to meet the growing demands of both passenger and freight markets, with funding for infrastructure enhancements, station improvements and additional carriages secured using an evidence-based approach.

Finally, the "*Rail Vision for the West Midlands*" sets out the requirement for a modern, predominantly electrified regional rail network, providing a higher quality and more consistent passenger service offer, the delivery of which will be locally managed in order to be more responsive to the needs of our passengers, businesses & other stakeholders.

West Midlands Rail Members Group   *West Midlands Integrated Transport Authority*   *Cross LEP Transport Group*
  (West Midlands Regional Rail Forum)

1. A Rail Vision for the West Midlands

1.1 "**A Rail Vision for the West Midlands**" sets out a vision to create a world class integrated rail network for the wider West Midlands.

1.2 The rail network represents a vital asset for the economy of the region and has the potential to play an even greater role in supporting regional prosperity and higher rates of employment.

1.3 The West Midlands Rail Vision has been developed as a pan-regional document for the wider Travel to Work area (including neighbouring parts of the East Midlands), which encompasses the objectives and aspirations of a Local Enterprise Partnerships, Local Authorities, businesses and passengers.

1.4   These objectives can be summarised as follows:

"A rail network which supports sustainable economic development, job creation and social cohesion in the West Midlands region"

… this will be achieved through:

- *improving connectivity to:*
  - *current and emerging centres of economic activity and population*
  - *national and international centres (either through direct links or improved connections to transport hubs such as Birmingham Airport, New St Station & future HS2 Stations)*
- *providing the capacity enhancements needed by the region to cater for growth across all rail sectors*
- *creating an efficient, effective structure for the operation and management of the West Midlands Rail franchise that is more closely aligned to regional priorities and objectives*
- *maximising the regional benefits of future national rail investment such as HS2 and railway electrification*

1.5   These objectives cannot be considered in isolation and individual measures to achieve the above will still be subject to meeting the appropriate, deliverability, affordability and value-for-money criteria.

1.6   The West Midlands Rail Vision reflects the objectives of a range of established regional policy documents including Local Enterprise Partnership Strategic Economic Plans, Local Transport Plans, Local Development Plans, the West Midlands Freight Strategy, Centro's Public Transport Prospectus and more recent documents such as the draft Birmingham Mobility Action Plan & Coventry Rail Story.

1.7   It also acknowledges Network Rail's finalised Delivery Plan for 2014-19 (Control Period 5 - CP5) http://www.networkrail.co.uk/publications/delivery-plans/control-period-5/cp5-delivery-plan/ and welcomes the rail industry's new Long Term Planning Process, in particular the 2013 Market Studies (Regional and Urban; Long Distance Passenger; and Rail Freight), which identified "Conditional Outputs" for the development of these rail markets on a corridor basis up to the 2040s.

1.8   The Rail Vision provides the context for key workstreams such as West Midlands Rail devolution, Midlands Connect, the LEPs' Strategic Economic Plans, HS2, and supports the broader objective of securing greater investment in the West Midlands rail network through the rail industry's business planning processes for CP6 (2019 - 2024) and beyond.
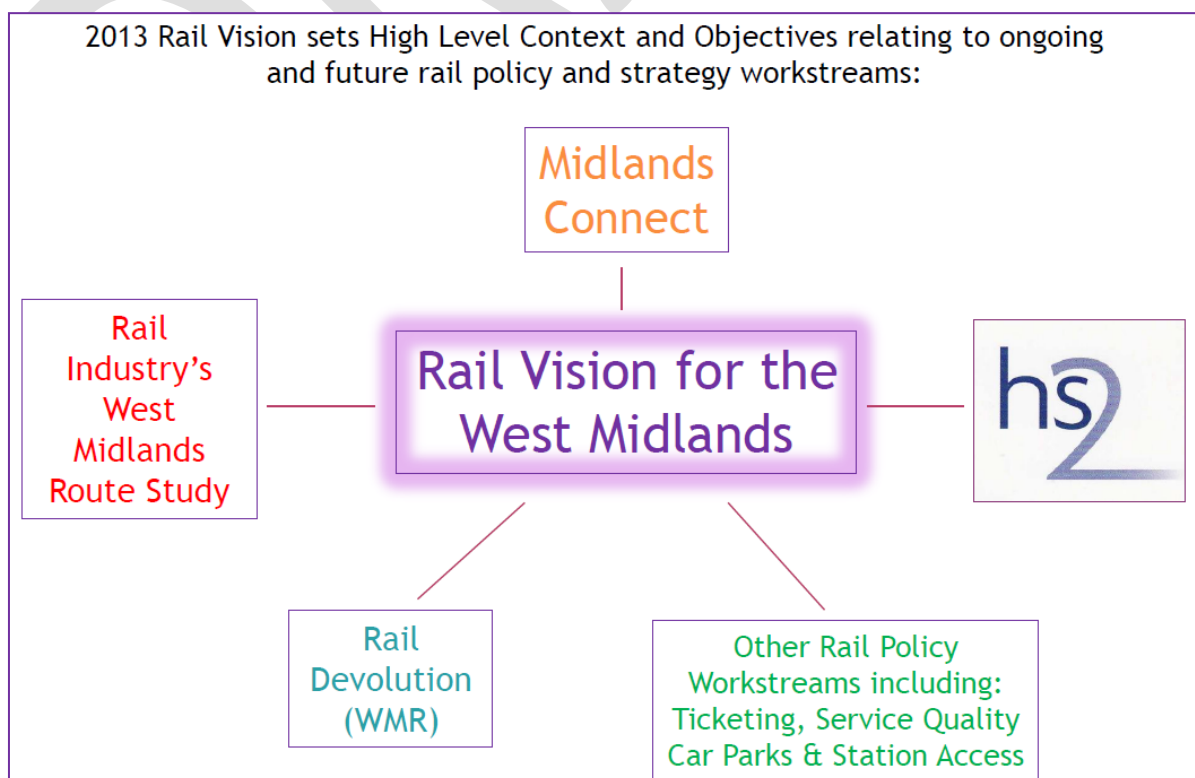
2. Supporting the West Midlands Economy through Improved Connectivity

2.1 The West Midlands region has a widening economic output gap and the second highest level of unemployment in England, driven partly by the shift from traditional manufacturing to service industry.

2.2 With public sector employment likely to continue to fall over the short to medium term, policies that support the long term structural change towards the private sector economy will be vital to the economic growth and enhanced productivity of the West Midlands.

2.3 Long term growth sectors of the West Midlands economy require a wide pool of high quality labour. Improved rail connectivity helps provide for employers, and so encourages economic activity.

2.4 Interventions which support both existing businesses and the long term structural change towards the knowledge/service economy, such as **improved rail connectivity** to centres of employment, markets and suppliers will therefore be vital to the economic growth and enhanced productivity of the region.

2.5 Rail connectivity can be measured in terms of Generalised Journey Time (GJT) which comprises three main components:

- **Journey Time**
- **Service Pattern/Frequency**
- **Access to the Network**

The importance of rail connectivity to the regional economy can best be demonstrated by work undertaken by independent consultants in 2012. This showed that just a 5 minute reduction in Generalised Journey Time (GJT) can have a significant impact on the labour market available to centre of economic development.
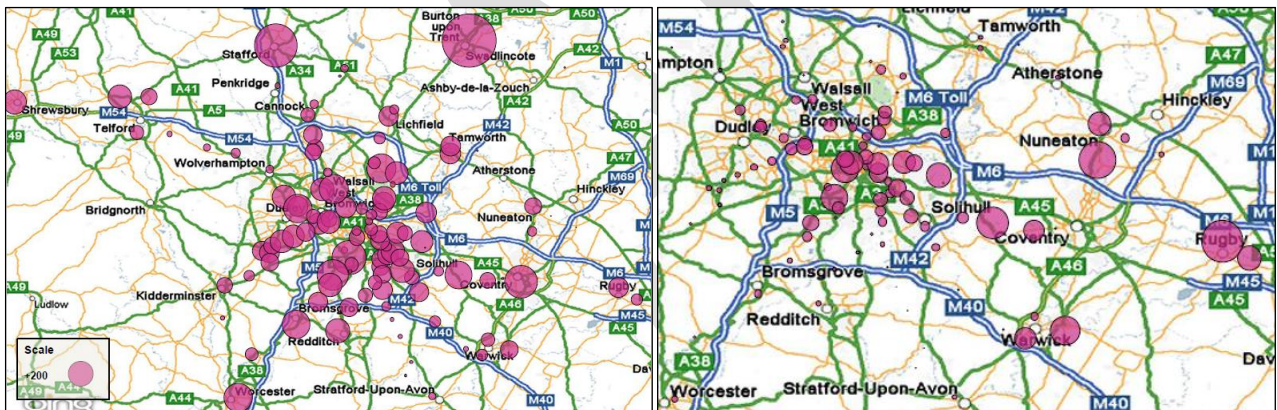
Example impacts on Employment of a 5 Minute reduction in rail Generalised Journey Times (GJT) to Central Birmingham (right) and Coventry (left)

2.6 For example, a 5% reduction in GJT to **Birmingham** would significantly increase the available labour market from areas including **Shrewsbury, Burton-on-Trent, Coventry, Telford Stafford and Worcestershire**, improving employment prospects for residents of those areas, whilst simultaneously making it easier for people from the conurbation to reach employment in these other regional centres.

2.7 Similar benefits accrue from Generalised Journey Time savings to/from our other regional towns and cities and to neighbouring centres in the East Midlands.

2.8 The economic analysis also demonstrated that a exemplar "Rail Package" of seven rail connectivity enhancement schemes (including measures such as electrification or new network infrastructure) could significant deliver economic benefits across the 6 Local Enterprise Partnership areas which cover the West Midlands region, including:

- **15,000+ additional jobs**
- **£1.2bn+ GVA** benefits **per annum**

2.9 Rail schemes that improve connectivity through reductions in Generalised Journey Time can therefore have a major positive impact on the regional economy and support the Local Enterprise Partnerships in delivering their specific objectives for economic growth and employment.

## 2.10 Improving Connectivity through Reducing Journey Times

2.10.1 Average train speeds between key regional centres vary widely across the region. Routes with lower average speeds result in longer journey times which can deter people from travelling or which are uncompetitive with car travel even on congested roads. Providing faster connections between people and jobs removes barriers to travel and reduces commuting and business travel times

2.10.2 Improved Journey Times have the power to transform the economic geography of a region. By way of example, the potential impact on Birmingham's travel to work area is clear from the two maps below.

Distance of Travel to Work Area Stations from Birmingham City Centre (km)
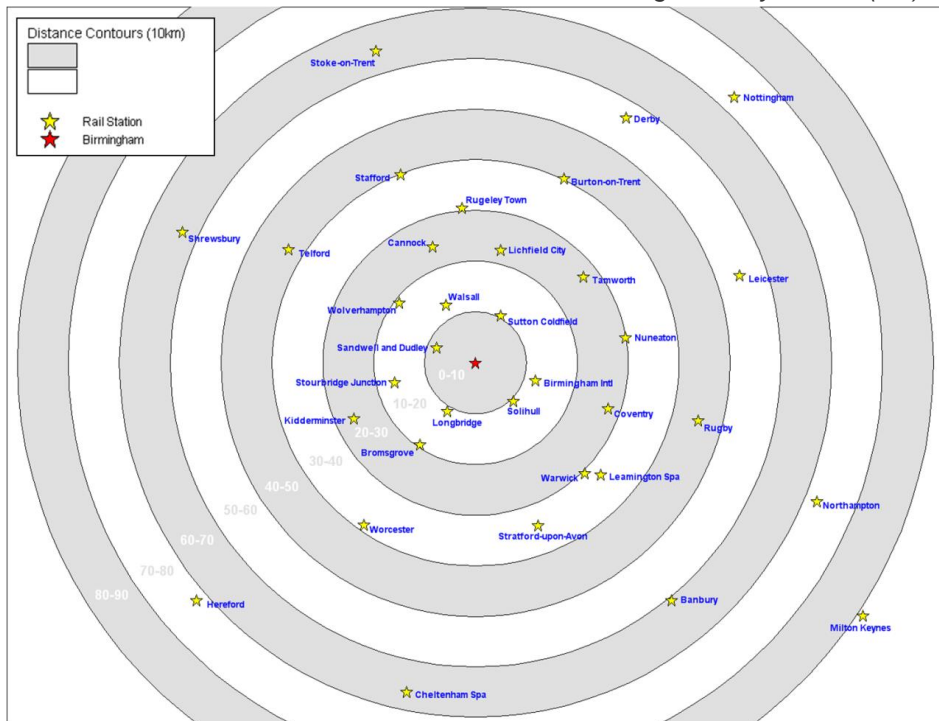
Journey Time from Travel to Work Area Stations to Birmingham City Centre (min)
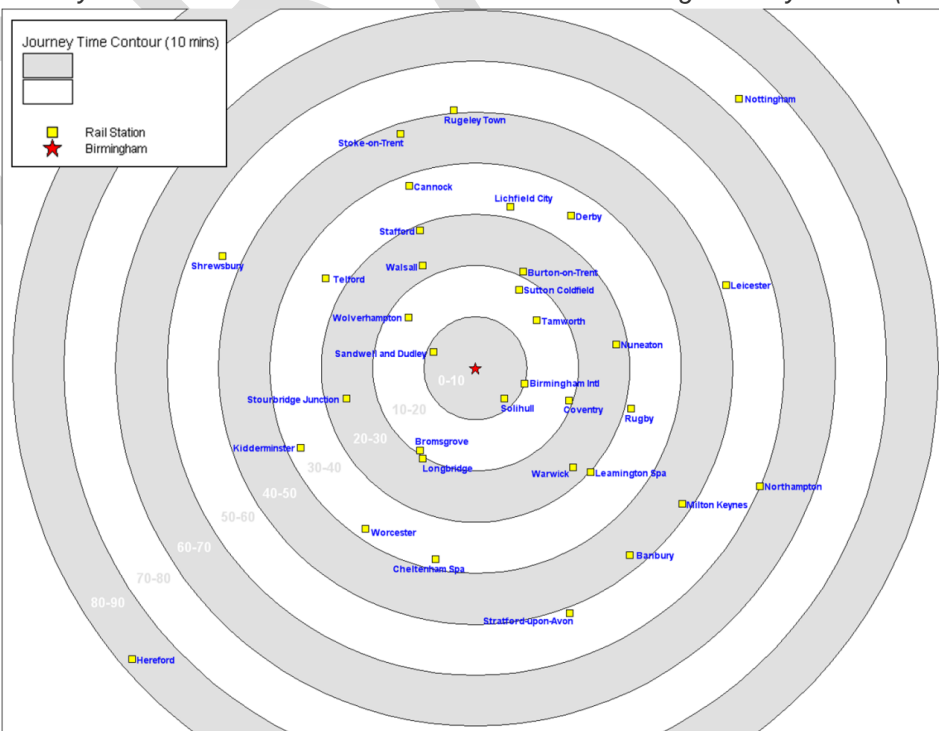
2.10.3 The first map shows the actual distance (in km) of stations in the Travel to Work area relation to Birmingham City Centre, which acts as the principal, although by no means only, interchange hub for

the wider regional rail network. The second map shows the perceived "distance" as experienced by the passenger in terms of journey time.

2.10.4   What is immediately apparent is that rail as a mode has the potential to shrink the economic geography of the region.

2.10.5   The presence of fast rail connections effectively brings Milton Keynes, Derby, Burton-on-Trent, Stoke-on-Trent and Cheltenham Spa significantly closer to Central Birmingham. Indeed, in terms of journey time, each of these locations is "closer" to Birmingham than Stratford-upon-Avon or Rugeley. The slow journey times from latter two stations, along with Hereford, result in a much worse than expected connectivity to other parts of the region.

2.10.6   The maps indicate that reducing journey times from Lichfield, Cannock, Kidderminster, Stourbridge and Nottingham to/from Birmingham should deliver worthwhile economic benefits.

2.10.7   A similar argument could be made for reducing journey times on other key regional flows notably:

- Coventry - Leicester – Nottingham and Stratford – Coventry - Nuneaton
- Worcester – Hereford
- Walsall – Wolverhampton and Walsall – Cannock - Stafford
- Shrewsbury – Wolverhampton
- Black Country – Birmingham International - Coventry / Warwickshire

2.11   Improving Connectivity through Higher / More Evenly Spaced Service Frequencies

2.11.1   Certain routes suffer from infrequent, irregular and unevenly spaced rail services. This can make journeys seem slow and uncompetitive and services may not run at convenient times for passengers.

2.11.2   Irregular services create timetables that are difficult to remember and may act as a barrier to travel. Overall, they make rail less attractive and can keep rail from fulfilling its full potential on some routes.

2.11.3   Better service frequencies can therefore, play a key role in improving connectivity and increasing the attractiveness and convenience of rail travel.

2.11.4   The following indicative service frequency outputs would deliver a consistent passenger offer across the region, subject to there being sufficient demand for any additional services.

Service Frequencies	Peak	Off-Peak	Even'g	Sat Daytime	Sun Daytime	Trains to London
Conurbation Centres	6 - 10	4 - 8	4 - 6	4 - 8	4 - 8	1 - 3
Regional Centres	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	1
Suburban Areas	4 - 6	4 - 6	2 - 4	4 – 6	4 - 6	0 - 1
Rural Areas	2	1 - 2	1 - 2	1 - 2	1 - 2	0 - 1

2.11.5   There is a specific issue with **Sunday service frequencies**, which have not kept pace with increased demand for shopping and leisure trips into the region's retail and tourist centres.

2.11.6   The Rail Vision therefore seeks a move towards creating a **standard off-peak and Saturday/Sunday daytime journey pattern** across the West midlands rail network.

2.12 Improvements to Early Morning and Evening Connectivity

2.12.1 At present, the timings of first and last trains vary widely between routes. Early morning access to the rail network, especially for services to local economic centres and also to transport hubs for onward connections to other regional and national centres, is important for both commuter and business travel.

2.12.2 Similarly there is a market for late evening return trips both from centres of leisure activities (theatres, concert venues, bars etc) and from principal hubs where people connect out of long distance or other regional services in order to catch their local train home.

2.12.3 Although specific routes and regional centres will have different requirements, the Rail Vision sets outs the following principles as to what might represent good (or at least acceptable) levels of early/late service provision.

Early Morning / Late Evening Services To / From Major Regional Centres

Service Provision	Good	Acceptable	Needs Improvement	Priority for Improvement
Regional				
Weekday First Arrival	06:30	07:00	08:00	08:00+
Saturday First Arrival	07:00	08:00	08:30	08:30+
Sunday First Arrival	09:00	10:00	11:00	11:00+
Weekday Last Departure	23:30	23:00	22:00	22:00-
Saturday Last Departure	23:30	23:00	22:00	22:00-
Sunday Last Departure	23:00	22:00	21:00	21:00-
Long Distance				
Weekday First Arrival	08:00	08:45	09:30	09:30+
Saturday First Arrival	08:00	09:00	09:30	09:30+
Sunday First Arrival	10:00	10:30	11:00	11:00+
Weekday Last Departure	23:00	22:00	21:00	21:00-
Saturday Last Departure	23:00	22:00	21:00	21:00-
Sunday Last Departure	23:00	22:00	21:00	21:00-

2.12.4 Once again there is a specific issue with Sunday services, where early morning rail service provision has not kept pace with either market demand or the requirement to get employees in the retail and leisure sectors to their workplace.

2.13 Airport Connectivity

2.13.1 At present there are no rail services serving Birmingham Airport in the early morning which a key arrival time for passengers catching early morning flights. This is a barrier to more airport passengers using rail to access the Airport.

2.13.2 Early morning rail access to (& late access from) Birmingham Airport is therefore a regional priority with passengers for early morning flights needing to arrive before 05:00 (ideally an 04:00 arrival to cater for airport and airline staff).

2.13.3 Resolving this issue would require changes to the rail networks maintenance and operating practices with an initial focus on the Birmingham New St – Birmingham International – Coventry rail corridor which directly serves the airport.

2.13.4 The continued development of Birmingham Airport as an international gateway is strongly supported across the region and improved direct rail access to Birmingham International for the Airport / NEC (and future HS2 Station / UK Central development) remains a key priority for the Black Country and the wider region.

2.13.5 However, improved rail access to other UK airports, notably Heathrow and Manchester is also important for the region as a whole. New links, such as the Western rail access to Heathrow could facilitate direct inter city services between the UK's largest airport and West Midlands regional centres including a connection to Birmingham Airport via Birmingham International Station.

2.14 Connectivity with London

2.14.1 The economic importance of direct links with London is a key issue for local business and is strongly supported by local Chambers of Commerce and Local Enterprise Partnerships.

2.14.2 Provision of (at the very least) a direct peak time service to/from London for towns such as Shrewsbury, Telford and Walsall is a high regional priority.

2.14.3 Capacity released by HS2 should facilitate further improvements and enable the provision of fast, frequent inter city services from the Black Country, Staffordshire, Shropshire, Coventry and Warwickshire to Milton Keynes and London.

2.15   Connectivity with Other Core Cities

2.15.1 Currently rail journey times between the West Midlands and the other Core Cities are not always competitive with other modes. Speeds are often slow (below 50 mph) whilst service frequencies can be as low as hourly or less.

2.15.2 Poor connectivity between the country's major cities acts as a barrier to economic employment and growth which needs to be addressed at national level.

West Midlands to:	Bristol	Cardiff	Edinburgh	Glasgow	Leeds	Liverpool	Manchester	Newcastle	Nottingham	Sheffield
Generalised Speed (MPH)	48	43	63	64	47	44	43	55	35	48
Trains per Hour	2	1	1.5	0.5	1	2	2	2	2	2

Source: Network Rail

2.15.3 HS2 will dramatically improve connectivity with London from 2026 and with the cities of the north from the 2030s, but incremental improvements in Generalised Journey Time between the West Midlands and other city-regions should still be progressed in the short to medium term.

2.15.4 Network Rail's Long Distance Market Study (LDMS) identified the following "Conditional Outputs" for 2043 to address current connectivity gaps.

Table 7.4 Service level conditional outputs for the West Midlands – aspirations for 2043
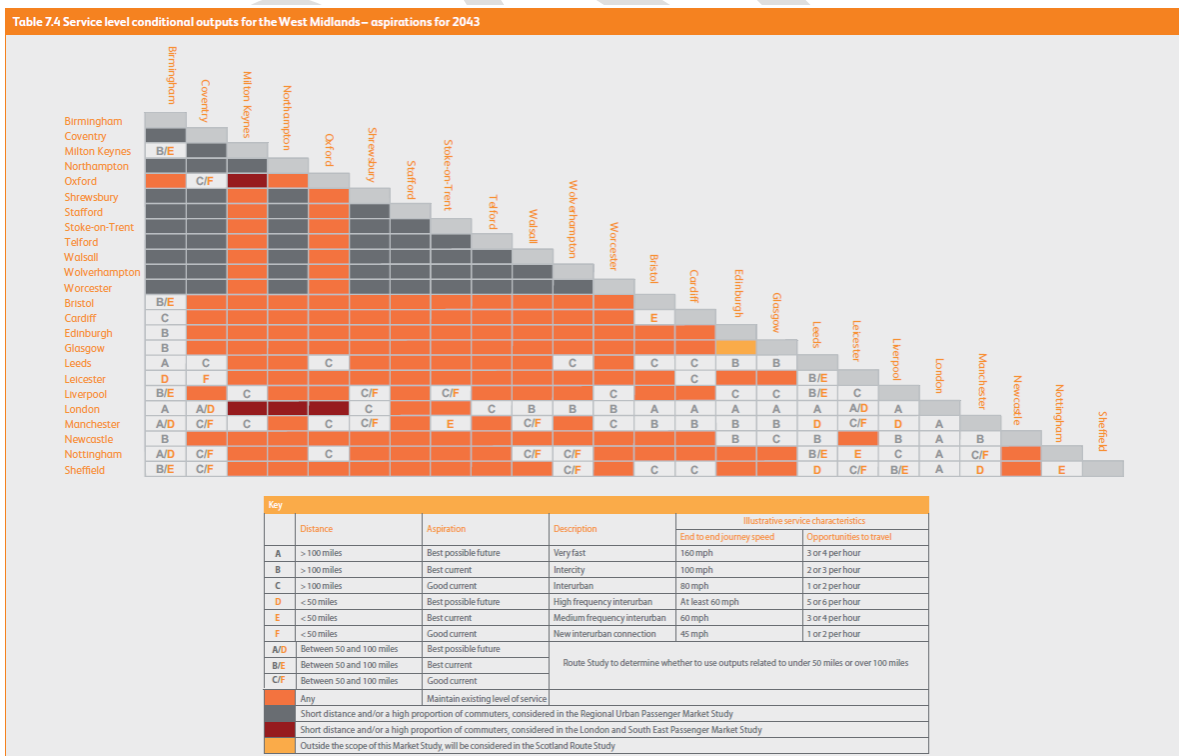
The above outputs are a guide for the rest of the Long Term Planning Process and should be taken to mean "as fast and frequent as operationally feasible given value for money and affordability.

2.15.5 The Rail Vision welcomes Network Rail's "Aspirations for 2043" and endorses a similarly evidence-based approach to meet the region's wider ambitions for improved rail connectivity with other national economic centres.

2.16   Improving National and International Connectivity through HS2

2.16.1   The decision to build HS2, a high speed rail line will place the West Midlands region at the heart of a new national high speed rail network, which will bring about a step change in both addition network capacity and improved connectivity with other national economic centres.

2.16.2   It is recognised that the construction of the new line will have some local impacts which will need to be alleviated through appropriate mitigation measures. However, with HS2 dramatically reshaping the economic geography of large parts of the country, the West Midlands needs to be ready to both capitalise on the economic and social benefits of the new line and stations and also to secure the local connectivity improvements that will be required to spread these benefits across the wider region.
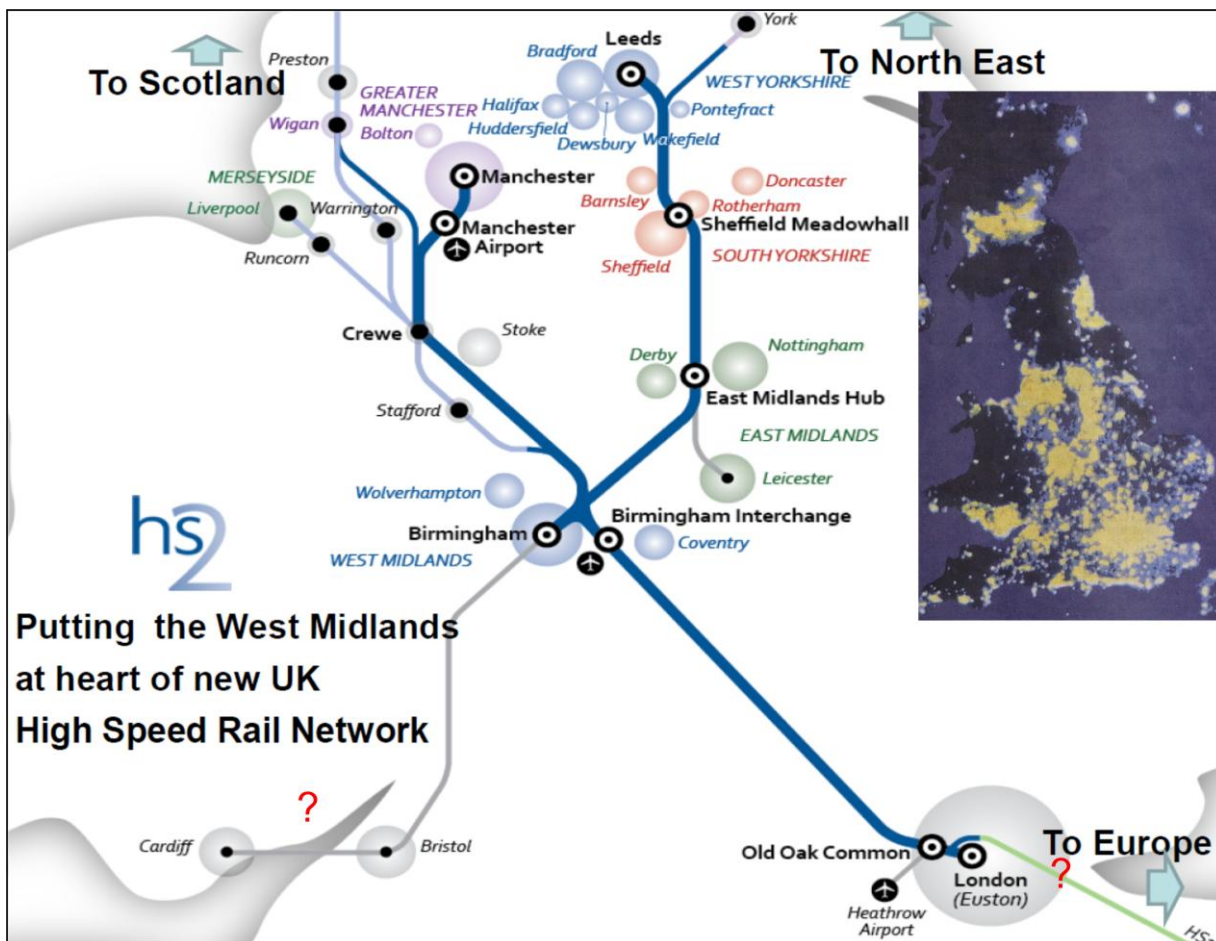
2.16.3   There will be two West Midlands HS2 stations. One is located in Birmingham City Centre, adjacent to Birmingham Moor St Station and in the heart of Birmingham's Curzon Development Area. The other is an Interchange Station, located within Solihull's UK Central Hub development zone (near Junction 6 of the M42) which will be connected via a fast "People Mover" link to Birmingham International station, Birmingham Airport and NEC.

2.16.4   HS2 and its two West Midlands stations will dramatically reshape the economic geography of the country, shrinking journey times between the region and many of the country's other major economic centres, as shown below:

Phase 1 HS2 Journey Times 2026:	**HS2**	**Current**
• Birmingham Interchange – Crossrail	31 mins	N/A
• Birmingham – London Euston	45 mins	(1hr 24)
• Walsall – London Euston	1hr 30	(2 hrs)
• Wolverhampton – Canary Wharf (via Crossrail)	1hr 50	(2 hrs 25)
• Birmingham – Heathrow (via Crossrail)	64 mins	(2 hrs 27)
• Stourbridge Junction – Heathrow (via Crossrail)	1hr 40	(3 hrs 05)

Phase 2 HS2 Journey Times 2030+:	**HS2**	**Current**
• Birmingham – Manchester	41 mins	(1hr 30)
• Coventry – Manchester	1 hr 05	(2 hrs 10)
• Worcester – Leeds	2 hr 15	(3 hrs 25)
• Shrewsbury – London (via HS2 at Crewe)	1 hr 40	(2 hrs 40)

2.16.5   However, in order to maximise the economic and social benefits of the new line to the wider region, the West Midlands must continue to engage with Government, HS2 Ltd and the rail industry in order to secure::

- A package of new and improved transport links to the new HS2 hubs (as outlined in the *West Midlands Connectivity Package: HS2 Unlocking the Benefits www.centro.org.uk/media/208188/highspeedtwolocalconnectivitypackagefinal_1662.pdf*)

- use of capacity released by HS2 on the classic rail network to:
  - o provide fast, frequent inter city services from the Black Country, Staffordshire, Shropshire, Coventry and Warwickshire to Milton Keynes and London
  - o improve cross-regional connectivity on the following corridors and connecting routes
    - ▪ Warwickshire – Coventry – Birmingham International – Birmingham – Black Country – Shropshire / Staffordshire
    - ▪ Crewe – Stoke – Stafford – Lichfield – Tamworth – Nuneaton - Rugby
  - o improve long distance connectivity through more direct services to other regions
  - o cater for growing passenger & freight demand

- additional direct services between the West Midlands HS2 Interchange Station and Northern England & Scotland

- direct high speed rail services between the West Midlands & the High Speed 1 line for both domestic and European markets

- a connection between HS2 and the regional rail network to facilitate through classic high compatible services (e.g. between North and South West) via the West Midlands

- maintaining the ability to provide further additional rail infrastructure capacity in the longer term (e.g. through four-tracking the Birmingham - Coventry corridor)

2.16.6   The proposed West Midlands HS2 Local Connectivity Package designed to improve access to the new HS2 Hubs for the wider region includes:

- Better urban design to minimise the interchange penalty for passengers transferring between Birmingham Curzon St and Moor St Stations

- Midland Metro link to minimise the interchange penalty for passengers transferring Birmingham New St and Curzon St Stations

- Capacity and service frequency enhancements on existing routes into Birmingham International Station, Moor St Station

- Further electrification of the rail network to reduce journey times and increase capacity

- Further expansion of the regional rail network e.g.
  - o new services into Moor St Station from new stations in South/East Birmingham and the Tamworth and Nuneaton corridors via the proposed Camp Hill Chords
  - o direct services to Birmingham International from a wider range of regional centres

2.16.7   Capacity released by HS2 can be used to improve cross regional and long distance connectivity as well as providing capacity for passenger and rail freight growth.

2.16.8   One of several possible options for improved cross-regional / national links post HS2 appears below:
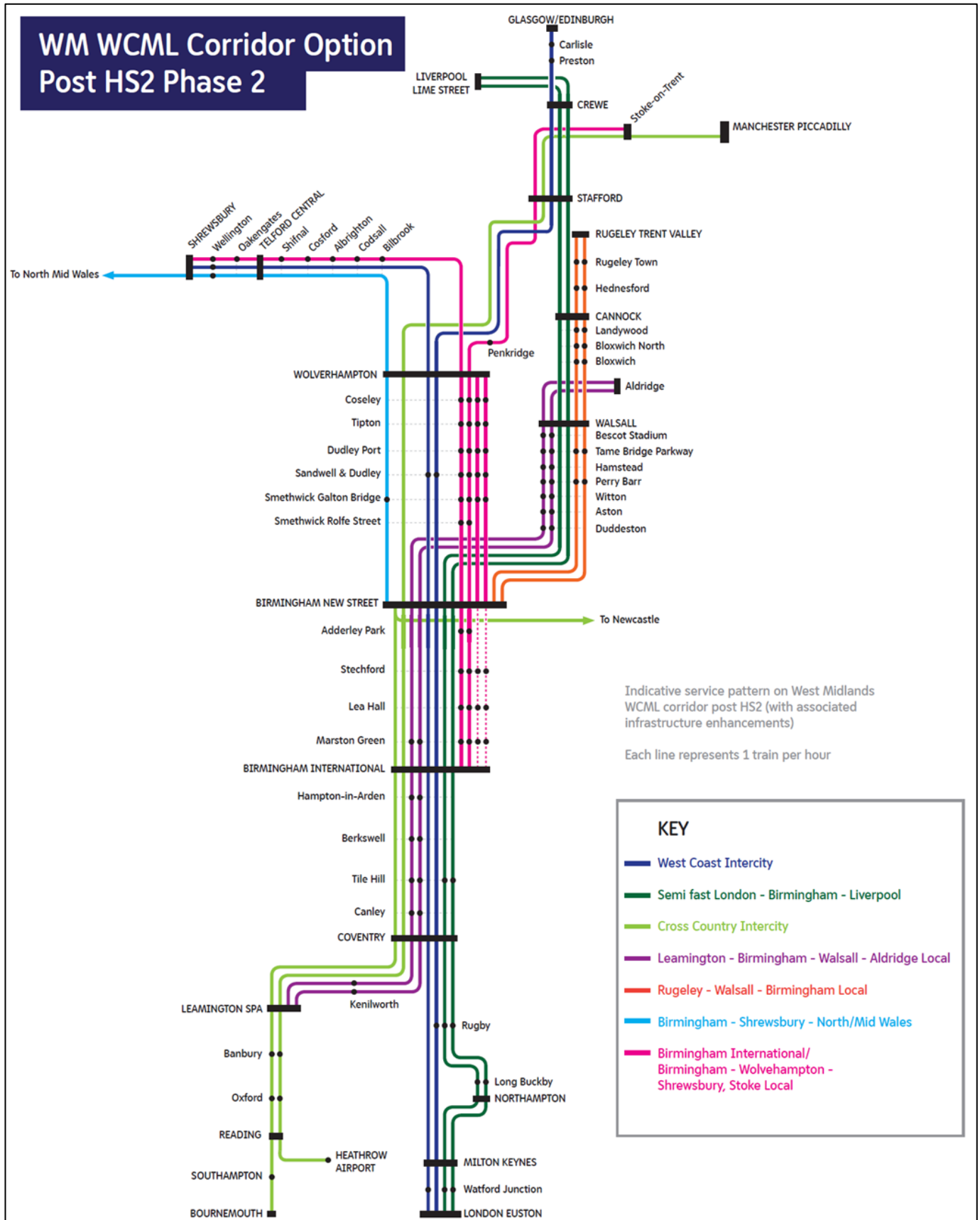
2.17 Improving Connectivity through New Stations

2.17.1 At present, some population centres do not have rail stations and therefore have no direct access to the rail network. This lack of a station can deter people from using the rail network for their journey or deter people from making a journey particularly if they don't have access to a car. Those willing to use the train must travel to rail stations in other areas in order to access the rail network which usually involves using a car.

2.17.2 Overlaying the rail network on a regional map of population density shows that most centres are served to some extent by the existing rail network and stations.
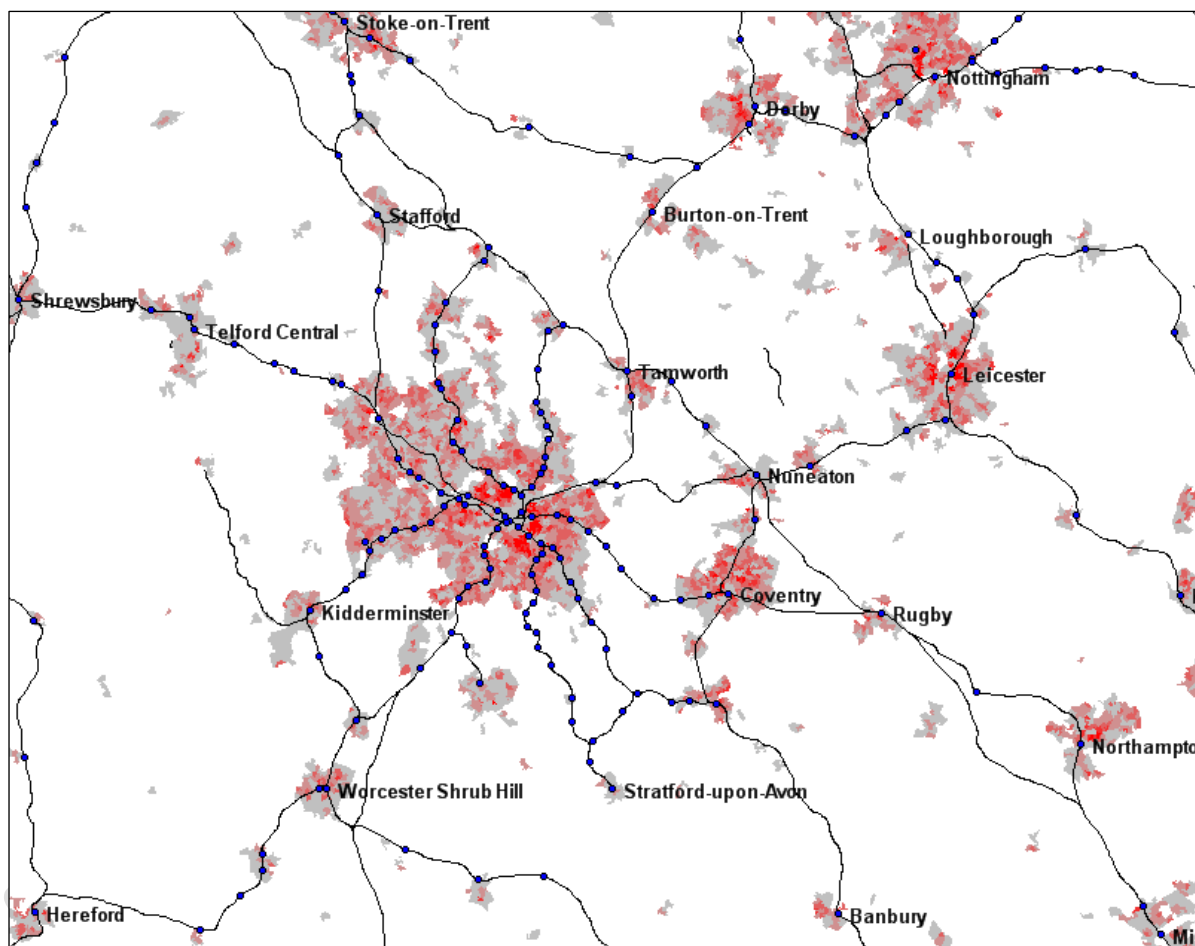

West Midlands Rail Network and Population Densities

2.17.3 However, there are still some significant population centres which have no direct access to rail services. Such areas include parts of: Telford & Wrekin; Dudley; Walsall; Birmingham; Coventry; Worcestershire; and Warwickshire.

2.17.4 Whilst some of these gaps could be addressed through new stations, especially on lines already served by local passenger trains as at Coventry Arena, others would require completely new services and significant infrastructure expenditure.

2.17.5 Some areas are likely to continue to be challenging in terms of direct rail access provision but, subject to demand and practicality constraints, there may be scope for strategic Park and Ride Stations with good access to the highway network.

2.17.6 To fulfil a strategic Park and Ride role such stations will need to have:

- a good level of service frequency
- available capacity on peak train services
- a fare and car park pricing structure that is attractive to potential passengers

2.17.7 All new station / train service schemes will need to demonstrate that they are the most appropriate solution to problems such as poor transport connectivity and also have sound business cases if local and national funding is to be secured.

2.18 Connectivity at Stations between Rail & Other Modes

2.18.1 The rail network forms the fast, high capacity core of the regional public transport network. However, across many parts of the region there is relatively poor integration between different public transport and sustainable transport modes.

2.18.2 An integrated public transport system should ensure easy and affordable transfer between modes and services for journeys across the region. However, to achieve this requires some degree of coordination of network planning, which can be difficult to achieve in the deregulated transport environment where operators often see each other as competitors rather than potential partners.

2.18.3 The Rail Vision supports working with operators and other partners to deliver a more integrated public transport network through development and promotion of:

- an integrated, affordable ticketing structure using convenient electronic ticketing systems
- high quality interchanges between modes including real-time information

2.18.4 Wherever possible passengers will be encouraged to access stations via sustainable modes of transport in order to relieve high demand for parking, tackle congestion, reduce CO2 emissions and promote healthier lifestyles through walking and cycling alternatives.

2.18.5 Station Travel Plans can help achieve this through measures such as improved walking and cycling routes, better cycle storage and specified parking bays for car sharers.

2.18.6 However, because of the high quality of service and greater speed of rail travel compared to other public transport modes, people are prepared to travel longer distances to access rail services. Provision of car parking at stations will, continue to need to be provided and developed for those rail users for whom more sustainable access is unattractive or simply not an option.

2.18.7 In the West Midlands metropolitan area, the 6,600 car park spaces available (2011) were estimated to take 2.75 million car journeys off the road each year reducing carbon emissions by 6,200 tonnes.

2.18.8 The amount of car parking available can, therefore, have a significant impact on the effective capacity of a station. If station car parks are filled by peak time commuters then there is no space available for off-peak parking even if there is significant capacity available on the trains.

2.18.9 Most recent car park expansion schemes at the stations on the inter city network have sought to grow the longer distance markets. However, the cost of parking at many of these stations is at level that discourages their use by local commuters and leisure travellers. For example, the combination of higher fares and car park charges at Tamworth encourages travellers into the Metropolitan area to either drive or to railhead to stations on the Cross City line stations where fares are lower, services are more frequent and there are no car park charges.

2.18.10 Nevertheless there is some evidence that levying a small charge at station car parks can deter passengers who live within walking/cycling distance from the station (or who have good bus access) from driving to the station, thereby freeing up parking space for passengers arriving from further afield and making best overall use of a scarce commodity.

2.18.11 Where car parks are proved there should be consistent standards of car park provision, based on location and size, applied across the region.

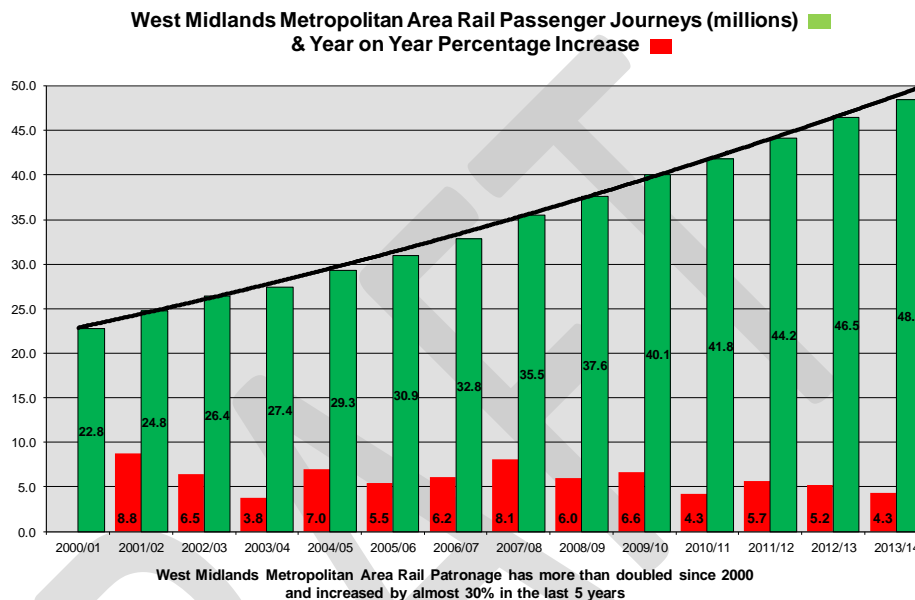
Car Park Capacity for the West Midlands - 2014
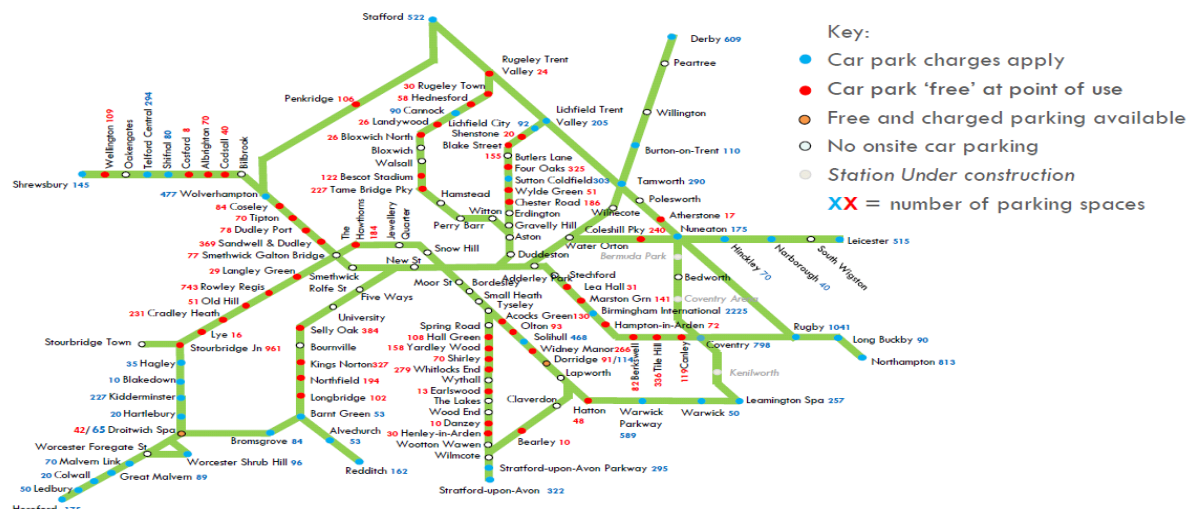
3.   Providing Capacity for Growth

3.1   The West Midlands & Chilterns Route Utilisation Strategy (2011) demonstrated that the rail network is becoming increasing congested, with some sections of route already operating at or near capacity.

3.1.1   Strong growth, over and above that predicted in the RUS, is continuing in both the regional and intercity passenger markets and also the rail freight sector, which will require continued investment to provide longer/more frequent trains and additional infrastructure capability in order to meet demand.

3.2   Passenger Growth

3.2.1   The increasing importance of the rail network in meeting the region's economic connectivity and social mobility requirements is evidenced by the fact that in the West Midlands Metropolitan area alone, rail patronage has more than doubled from 22.8m passengers per annum in 2000/1 to 48.5m in 2013/14.

West Midlands Metropolitan Area Rail Passenger Journeys (millions)
& Year on Year Percentage Increase

West Midlands Metropolitan Area Rail Patronage has more than doubled since 2000
and increased by almost 30% in the last 5 years

3.2.2   In spite of the recent economic downturn annual rail passenger growth has continued to average 5.2% throughout Control Period 4 (2009-2014).

3.2.3   Rail's success story has been repeated across the wider West Midlands.   According to the latest Office of Rail Regulation's Regional Passenger Journeys figures below, the West Midlands (Metropolitan & Shire areas) has see the highest levels of passenger growth of any region since 1995.

3.2.4   This trend has continued in recent years with the ORR's figures indicating that passenger journeys from or within the wider West Midlands region have actually doubled in just 7 years.

Regional Passenger Journeys 1996-2012

Gov't Office Region	1995/6	2005/6	2012/13	Growth 1995/6 to 2012/13		Growth 2005/6 to 2012/13	
				Actual	%	Actual	%
Great Britain	589,499	827,395	1,269,024	679,525	115%	441,629	53.4%
East Midlands	14,469	23,748	30,518	16,049	111%	6,770	29%
East of England	78,832	126,299	159,254	80,422	102%	32,955	26%
London	378,888	502,425	787,469	408,581	108%	285,044	57%
North East	7,565	11,271	14,252	6,687	88%	2,981	26%
North West	39,850	64,044	113,921	74,071	186%	49,877	78%
Scotland	48,944	69,331	89,625	40,681	83%	20,294	29%
South East	145,830	214,374	281,924	136,094	93%	67,550	32%
South West	21,732	32,070	46,607	24,875	114%	14,537	45%
Wales	14,487	20,428	28,393	13,906	96%	7,965	39%
West Midlands	**23,001**	**37,024**	**74,051**	**51,050**	**222%**	**37,027**	**100%**
Yorkshire/Humber	25,134	43,099	64,257	39,123	156%	21,158	49%

3.2.5   As well as growth in absolute terms, the last decade has also seen some substantial changes in travel patterns, with commuters increasingly switching from the private car to rail.

3.2.6   For example, rail transport's share of the commuter market into Birmingham has soared from just 17.1% in 2001 to over 30% in 2011.
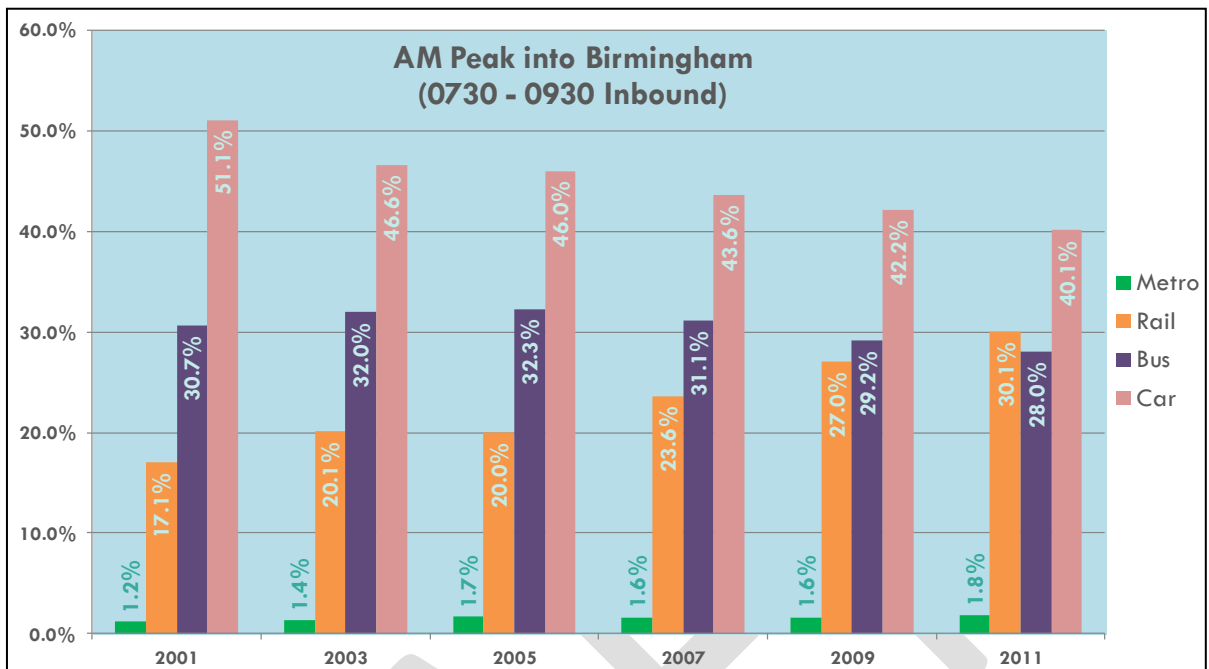
3.2.7   According to the 2011 West Midlands and Chilterns Route Utilisation Strategy, the number of passenger rail journeys made to/from and within the West Midlands region was predicted to increase by 30% between 2008/09 and 2020/21, equivalent to a 2.2 per cent increase per annum.

3.2.8   The average forecast increase was 2.3% on the routes into Birmingham, which, crucially, are used by the Department for Transport and Network Rail to estimate future regional capacity requirements and the rail industry's plans for Control Period 2014-19 will therefore provide an additional 3,600 seats in the morning peak by 2019, representing a welcome 10% increase in capacity (12% in the high peak hour).

3.2.9   However, with actual growth now outstripping industry forecasts there is a real concern that the proposed additional capacity for 2014-19 will fail to meet the increasing levels of passenger demand and that this will, in turn, lead to greater overcrowding, a worsening passenger experience and reverse the recent modal shift to rail in a region where the private car remains a viable alternative for many commuters.

3.2.10   West Midlands regional stakeholders will therefore need to work closely with the rail industry and government to make the case for further investment in the infrastructure and rolling stock capacity required to meet future passenger growth demands.

3.3   **Network Capacity/Capability at Stations**

3.3.1   Station capacity is generally determined by the number of platforms, track layout and the flexibility (or otherwise) of the signalling arrangements.

3.3.2   Increasing the number of platforms at locations such as Rugby, Wolverhampton and Milton Keynes has therefore played an important role in improving the overall capacity and reliability of the West Coast Main Line.

3.3.3   Similarly further additional platforms at key stations such as Coventry, Tamworth/Burton, Rowley Regis and Birmingham Snow Hill could both relieve existing congestion and allow new or more frequent services to operate, reducing Generalised Journey Times and provide more passenger capacity.

3.3.4   Restrictive signalling arrangements at the busiest stations such as Birmingham Snow Hill can impact on service provision across the wider region, whilst lack of track and signalling connections between adjacent routes (such as between the Coventry and Leicester lines at Nuneaton) can act as a physical barrier to the provision of through services between regional centres.

3.3.5   Track layouts on the approaches to stations can also restrict overall station capacity. The congested eastern approach to Birmingham New St where services from 7 routes (Walsall, Cross City, Derby, Nuneaton, Coventry, Solihull and Camp Hill) converge on just 2 pairs of tracks remains a key region constraint, which has been a key factor in the failure to realise the rail industry's own recommendation to introduce local services to Nuneaton and Tamworth by 2019, which would have reduced Generalised Journey Times and provided additional capacity on these busy rail corridors.

3.3.6   Conversely, plans to increase capacity on routes into stations (e.g. Coventry – Leamington), though welcome, will only be fully effective if station layouts have the capability to cope with additional traffic.

3.4   Station Passenger Capacity

3.4.1   A further constraint is the number of passengers which can be safely handled by a station. It is this factor which has been the key driver behind the Birmingham New St Gateway project which will tackle the passenger congestion issues at a facility which was designed for 60,000 passengers per day, but which is now handling up to 200k a day).

3.4.2   There are similar passenger capacity constraints at many of the West Midlands stations serving key regional centres, notably Wolverhampton, Coventry and University, each of which have developed, but as yet unfunded, schemes to address the issues.

3.5   Options to Improve Capacity

3.5.1   There are several schemes to improve network capacity / capability and regional connectivity which are expected to be delivered (all or in part) during the current Control Period 5 (2014-19). These include schemes taken forward as part of Network Rail's Delivery Plan (such as Walsall – Rugeley Electrification) or by third party promoters (such as Kenilworth Station). A full of these interventions appears in Appendix 1.

3.5.2   Other options to improve local rail network capacity or connectivity have also been proposed by the West Midlands Local Enterprise Partnerships (LEPs) for example: Coventry Station Masterplan; Wolverhampton Interchange; Aldridge Station; Snow Hill Lines Capacity & Connectivity.

3.5.3   These LEP schemes, which have been promoted principally on their potential to deliver economic benefits, may also be progressed before 2019, subject to funding and deliverability constraints, and a full list of these appears as Appendix 2.

3.5.4   There will also be a requirement for further ongoing investment in the rail network to deal with existing and emerging capacity/connectivity constraints for both passenger and freight traffic (such as the Water Orton corridor which was originally included in the 2011 Initial Industry Plan) and this will be addressed as part of an evidence-based approach to securing future investment in Control Period 6 and beyond.

3.6   Opportunities for Future Electrification

3.6.1   The Government's 2012 High Level Output Specification for CP5 recognised that electric trains provide the significant advantages over diesel traction which include the fact that electric traction enables faster acceleration & reduced journey times for passenger and freight services which can improve utilisation of scare network capacity. Electric trains are also cheaper to operate & maintain and more energy efficient than diesel trains, causing less wear on the track and create less noise and air pollution, whilst also providing a cleaner, quieter passenger environment with reduced vibration.

3.6.2   The West Midlands Rail Vision also strongly supports further electrification of the rail network and the consequent move towards a better connected, higher capacity, lower cost, lower carbon railway, including the following principal corridors.

- Worcester - Stourbridge – Birmingham – Stratford / Leamington Spa (Snow Hill Lines)
- "Electric Spine" connections to West Midlands Intermodal Freight Terminals
- Felixstowe – Leicester - Nuneaton - Birmingham for freight & passenger services
- Derby – Birmingham - Bristol Main Line (plus connections)
- Chiltern Main Line (West Midlands to London)
- Wolverhampton – Shrewsbury
- Walsall – Aldridge - Castle Bromwich (Sutton Park Line) for freight & future passenger services

4. Improving the Rail Passenger Experience

4.1.1 The Rail Vision for the West Midlands aims to create a World Class Rail Network for the region and its passengers. This will build on the work being undertaken by Centro as part of the new "**Transforming Rail Travel**" initiative.

4.1.2 The rail network should deliver high levels of customer satisfaction with a service that provides excellent value for money. However, whilst passenger services in the West Midlands are largely provided by modern trains, the overall journey experience is not always a consistently high quality one.

4.1.3 This Rail Vision seeks to improve the entire passenger experience from journey planning and ticket purchase, through to the quality, accessibility and reliability of trains and station facilities.

4.2 Consistent Levels of Passenger Facilities

4.2.1 The aim will be to provide a consistent level of quality across the network with facilities, including station staffing, appropriate to the type of station.

4.2.2 The work currently underway under the Birmingham New St Gateway project, should deliver a modern rail interchange hub for the region by 2015.

4.2.3 However, many of the region's other stations provide a disappointing passenger experience and would benefit significantly from improved facilities which Regional Rail Forum members will work with industry partners and developers to deliver.

4.2.4 Passenger **Safety and Security** will continue to be improved through the Safer Travel initiative as well as physical improvements to stations and car parks.

4.3 Accessibility to the Rail Services and Stations

4.3.1 The West Midlands is relatively fortunate in that the majority of stations already provide step-free access to platforms for passengers who are mobility-impaired or who are encumbered by pushchairs or luggage.

4.3.2 The Rail Vision therefore seeks to target those stations, where such improvements would provide the most benefits based on the following criteria:

- station footfall (above 200k p.a.)
- interchange stations between different services
- proximity to other accessible stations

4.3.3 On the above criteria, outstanding/unfunded priorities for accessible station access would include:

- Barnt Green
- Butlers Lane
- Dudley Port
- Great Malvern
- Hagley
- Perry Barr
- Rugeley Trent Valley
- Smethwick Rolfe St
- Stechford
- Tyseley

4.3.4   The majority of trains in the West Midlands are now largely compliant with the Technical Specification for Interoperability for Persons with Reduced Mobility (PRM TSI) which becomes a legal requirement from 2020. The West Midlands local transport authorities will work with Train Operators to ensure that the remaining non-compliant train fleets are made accessible to all passengers at the earliest opportunity.

4.4   Fares & Ticketing

4.4.1   The Rail Vision also aims to dramatically improve the ticketing offer through:

- new rail / multimodal products on Smartcard, Smartphone & other electronic ticketing media

- Removal of fares disparities (e.g. comparatively higher fares Tamworth / Nuneaton corridors)

- Standardisation of ticketing restrictions (e.g. peak / off-peak use)

- Introduction of an expanded more easily understood Zonal Ticketing Structure for whole West Midlands region (see example option below)

Example of Travel to Work Area Revised Fare Zone Guidelines		
Zone	Miles from Birmingham	Possible Extent of New Boundaries
1	> 1	Birmingham City Centre, Five Ways, Jewellery Quarter
2	1 to 4	Bournville, Smethwick GB, Perry Barr, Gravelly Hill, Adderley Park, Tyseley
3	4 to 6	Kings Norton, Rowley Regis, Sandwell & Dudley, Hamstead, Chester Rd, Lea Hall, Olton, Yardley Wood
4	6 to 8	Longbridge, Old Hill, Tipton, Sutton Coldfield, Water Orton, Marston Green, Widney Manor, Whitlocks End
5	8 to 20	Redditch, Bromsgrove, Stourbridge Town, Kidderminster, Codsall, Cannock, Lichfield TV, Tamworth, Coleshill Parkway, Coventry, Hatton, Claverdon, Wootton Wawen
6	20 to 25	Droitwich Spa, Cosford, Penkridge, Rugeley Town, Polesworth, Nuneaton, Atherstone, Bedworth, Leamington Spa, Wilmcote
7	25 to 30	Worcester SH & FS, Oakengates, Stafford, Rugeley TV, Burton-on-Trent, Hinckley, Stratford-upon-Avon
8	30 to 40	Gt Malvern, Wellington, South Wigston, Rugby
9	40 to 55	Cheltenham Spa, Gloucester, Hereford, Shrewsbury, Crewe, Stoke, Derby, Leicester, Northampton, Banbury

5. West Midlands Rail: A Locally Managed Passenger Network for the Region

5.1   The Rail Vision strongly supports the concept of a devolved "West Midlands Rail" franchise which is specified and managed locally in order to enable local rail services to be more responsive to the economic and social requirements of the region.

5.2   There is strong evidence from other parts of the country) that devolving responsibility for local rail services can deliver significant benefits. Such benefits can include:

- Better quality rail services for passengers
- Greater ability to improve integration and ticketing arrangements (e.g. Smart tickets)
- Greater ability to change services to reflect local needs
- Better targeted local investment
- Greater ability to hold operator to account for delivery (e.g. ticketless travel, service performance and passenger satisfaction)
- Greater ability to influence national rail investment programmes

5.3   The Department for Transport has recognised that increasing local control of local rail services could deliver improved outcomes for the economy, local passengers, local stakeholders and taxpayers. It is therefore seeking a formal proposal to devolve responsibility for local rail services that has the endorsement of all local transport authorities from across the network.

5.4   The opportunity therefore exists for a transition from the current "London Midland" franchise, which currently stretches from Liverpool to Euston and is wholly specified and managed by the Department for Transport in London, to a new, more regionally focussed "**West Midlands Rail**" contract.

5.5   This West Midlands Rail contract would be jointly specified and managed by the DfT and a partnership of West Midlands Local Authorities, initially covering the blue lines on the map below, but potentially expanding later to incorporate other new routes and services such as those shown in red.
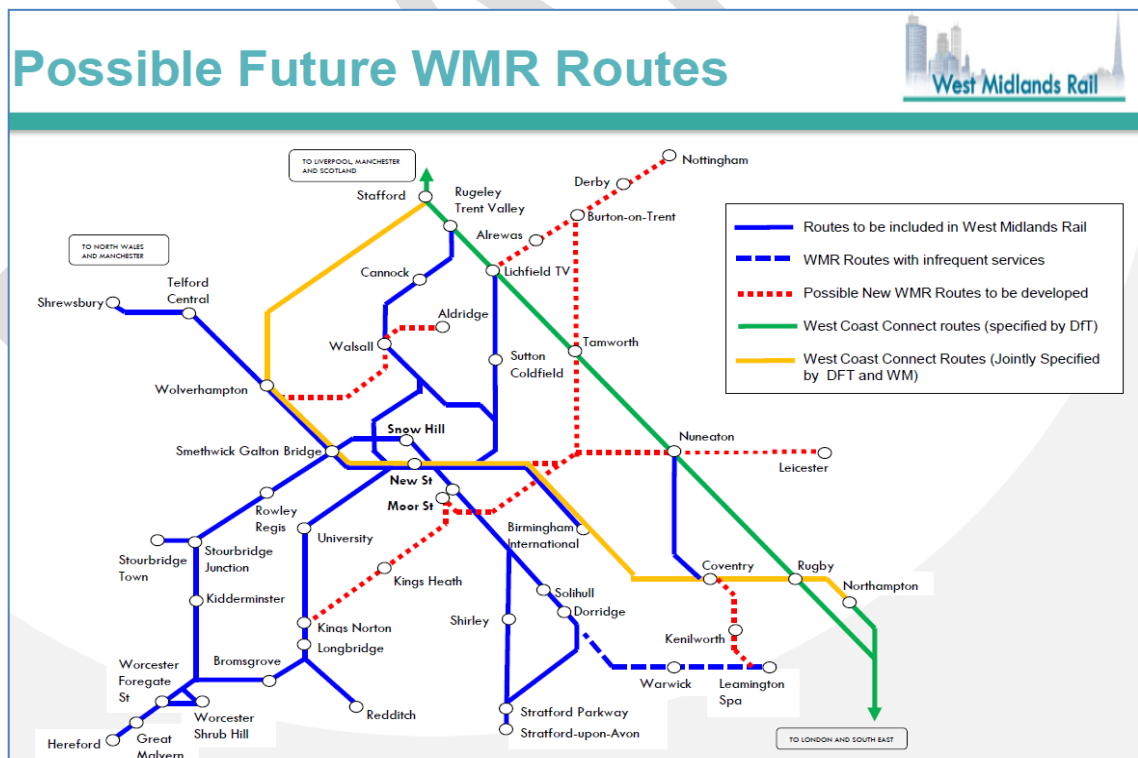
5.6   A prerequisite for taking on this responsibility would be having a funding agreement in place with the DfT which guarantees the protection of a baseline level of service consistent with current service levels. A guarantee of funding for subsequent contracts would also be required.

5.7   This would deliver rail services which improve connectivity, drive economic growth, support social and environmental policies and ensure that the region is better placed to benefit from the opportunities arising from HS2.

5.8   The West Midlands Local Transport Authorities will continue to work with the Department for Transport to realise the devolved West Midlands Rail franchise objective from 2017.

6.   Rail Freight

6.1   The movement of freight by rail supports the West Midlands regional economy by providing cost effective, reliable links between our businesses and their suppliers and customers. In particular, direct rail freight access to deep sea ports provides West Midlands companies with the worldwide connectivity required in today's global economy

6.2   At the national level the rail freight industry supports an economic output of £5.9 billion and in 2011/12 rail freight transported 101.7 million tonnes of goods worth over £30 billion.

6.3   Rail freight also reduces the number of long distance road based freight movements which helps relieve congestion on our regional motorway and trunk route network and also reduces, air pollutants, carbon emissions as well as reducing the negative impacts of freight transport on residents and communities.

6.4   The positive benefits and resulting demand for rail growth present a challenge to the rail industry in order to provide the capacity and capability to meet projected demand.

6.5   Network Rail's 2013 Freight Market Study outlined rail freight forecasts up to 2043 and identified key requirements for the West Midlands rail freight market including:

- Capacity for major increases in container traffic by 2043:
  - International container traffic up from 15.7 million tonne lifted p.a. to 72.8 million tonnes
  - Domestic container traffic up from 2.8 million tonne lifted p.a. to 61.5 million tonnes
- Extended train lengths and six days per week running
- An increase in Strategic Rail Freight Interchange (SRFI) capacity with both new facilities and expansion of existing locations
- Ability to react to changing UK power generation policies (although longevity of new fuels such as biomass is uncertain)

6.6   In the light of the above, rail freight has the potential to contribute significantly to the region's local objectives for economic development, employment growth and sustainable transport provision.

6.7   However, we need to ensure that our business have the required access to rail freight services and that future demand for rail freight to and through the region is both planned and catered for.

Photo: Network Rail

6.8 **New and Expanded Intermodal Freight Terminals**

6.8.1 The 2013 West Midland Freight Strategy recognised that West Midlands businesses need efficient and convenient access to the rail freight network. This is currently provided primarily through the existing Intermodal Rail Freight Terminals (IRFTs), which, together with the growing Strategic Rail Freight Interchange (SRFI) at Daventry, are predominantly located in the western side of the region.

6.8.2 Whilst acknowledging that the wider logistics industry is normally best placed to determine future SRFI and IRFT requirements, the Rail Vision recognises the key role of Planning Authorities in permitting the development of new or expanded Rail Freight Interchanges, especially where these are located close to centres of economic activity which are currently poorly served by the rail freight industry.

6.8.3 The West Midlands is projected to have a supply gap of 16.8 million sq feet of rail connected warehousing up to the period 2027. In particular, there appears to be a market requirement for at least one new SRFI to serve businesses in the Black Country and Staffordshire. However, on smaller scale there may also opportunities to encourage additional rail freight at underutilised facilities such as the Telford International Railfreight Park.

6.8.4 The West Midlands needs to support the freight industry and SRFI promoters in developing suitable terminal facilities, away from residential areas, to meet continuing demand. It is estimated that if this gap in rail freight terminal provision was fully addressed, it would generate 34,000 net jobs and provide economic benefits worth an additional £600M GVA per annum to the West Midlands region.

6.9 **Additional Rail Network Capacity and Capability for Freight**

6.9.1 As with the passenger sector, capacity remains the key constraint to future rail freight growth. The West Midlands Regional Rail Forum, Cross LEP Transport Group and West Midlands ITA fully endorse the proposals put forward by the Rail Industry to support the growth of freight in CP5 (2014-19) through targeted improvements to improve the capacity and capability of key corridors into the region. We also acknowledge that capacity released by HS2 will help meet some longer term rail freight growth.

6.9.2 However, there is a recognition that, as in the passenger sector, further investment will be required to meet both the growing demand for rail freight, especially in the intermodal sector and the potential for additional traffic to/from locations such as London Gateway, and the Channel Tunnel route on which freight charges have recently been reduced.

6.9.3 Improving the capacity and capability of the network to cater for longer, faster and, in the case of intermodal traffic, taller trains should be a priority as should the creation of more electrified routes better suited to the needs of the rail freight market.

6.9.4 The 2014 West Midlands Freight Study (Future West Midlands Rail Network Capacity Requirements) identified requirements for additional network capacity including the removal of existing bottlenecks such as Water Orton Junction.

6.9.5 Similarly work must begin now on resolving future bottlenecks which may emerge as a result of passenger or freight enhancements planned elsewhere on the network (e.g. freight crossing moves at Coventry Station are likely to increase significantly following completion of the Electric Spine).

6.10 **Electrification for the Rail Freight Market**

6.10.1 Use of electric traction can bring similar benefits

6.10.2 The Electric Spine announced for CP5 will link the deep sea port of Southampton to the West Midlands by 2020. However, the benefits of electric freight trains services will only be fully realised because the routes to the main West Midlands container terminals at Lawley St (Birmingham), Hams Hall (Coleshill) and Birch Coppice (A5/M42) will not be wired for electric traction.

6.10.3 Similarly the electrification of the freight corridor between the intermodal deep sea ports Felixstowe/Harwich and the West Midlands via Peterborough, Leicester and Nuneaton should also be regarded as a national priority if the potential advantages of an electrified Strategic Freight Network are to be realised.

6.10.4 It is recognised that it is unlikely to be cost effective to electrify every freight branch line and terminal. However, the industry needs to be encouraged to follow the lead of companies such as DRS and introduce more Dual Power (Electric / Diesel) locomotives which would be capable of serving terminals such as Birch Coppice without the need to electrify the branch line from Kingsbury.

7.   A Rail Vision for the West Midlands: Conclusions

7.1   The West Midlands rail network contributes significantly to the region's economic, social and environmental wellbeing both and the local level and by virtue of our location at the crossroads of the UK's national intercity and rail freight networks.

7.2   In particular the rail network:

- links employers with employees, especially in the increasingly important service & retail sectors

- connects business people to their suppliers, partners and customers at regional and national level

- provides customers with access to retail and leisure facilities with some shoppers travelling long distances (e.g. north & mid Wales) to access centres such as the Bullring

- provides businesses with a product distribution network with a global reach connecting the region with the deep sea container ports and enabling easy movement of high value exports including those from the automotive industry

- reduces congestion in the region's road network and contributes to a more sustainable, lower carbon economy both at local level and in keeping transiting passenger and freight off the West midlands motorway network

7.2.1   However, rail has the potential to play an even greater role in these areas if an ongoing programme of future investment can be secured.

7.3   **Improving Connectivity**

7.3.1   There are significant opportunities to support the local economy further by improving connectivity through reducing the generalised cost of rail travel for both passengers and freight.

7.3.2   This can be achieved through:

- faster journey times

- more frequent services

- improving connections at principal interchanges

- providing better access for those parts of the market poorly served by the rail network through provision new services, stations and freight terminal facilities

7.3.3   At the national level, both government and opposition have committed to the new High Speed 2 rail network which will bring about a step-change in connectivity between the West Midlands (including our major regional airport and the nec) and the economic centres in the North West, North East, Scotland and the South East with the region at the heart of new, high quality transport network.

7.3.4   HS2 can also provide better connectivity with some of the major European centres and improve connectivity to the rest of the world via improved access to airports.

7.4   **Providing Capacity for Growth**

7.4.1   Rail use in both the passenger a freight sectors continues to grow strongly, in many instances at a rate significantly which is significantly above government and industry forecasts.

7.4.2   The West Midlands region welcomes recent announcements for investments in further electrification, additional rolling stock, infrastructure capability & capacity and, in the longer term, HS2.

7.4.3   However, further significant investment in the regional rail network is required if we are to:

- meet this demand for new services and additional capacity

- deliver our objectives for growing the region's economy and employment opportunities through improved connectivity

- maximise the benefits of investment such as electrification and HS2 across the wider region

7.4.4   As an example case of this latter point, independent analysis has concluded that a package of supporting investment in infrastructure capacity could improve regional connectivity to the two HS2 stations could double the value of this new infrastructure to the region, facilitating the creation of over 45,000 jobs and growing the local economy by £4bn GVA per annum.

7.5 **Improving the Passenger Experience**

7.5.1 The Rail Vision for the West Midlands is to create a World Class Rail Network for the region and its passengers.

7.5.2 A high quality passenger experience is not always delivered, especially in terms of station facilities and ticketing cost and availability.

7.5.3 The Rail Vision supports the view that many of the customer focussed improvements might best be delivered through a locally specified and locally managed "West Midlands Rail" franchise which can determine appropriate standards for provision of services and facilities on a more consistent basis across the local rail network.

7.6 **Midlands Connect: Providing the Evidence Base for future West Midlands Rail Investment**

7.6.1 The Cross-LEP Transport group and Network Rail have now agreed to work jointly on a new "Midlands Connect" initiative designed to provide the evidence base for a package of multi-modal connectivity improvements for delivery in CP6 and beyond.

7.6.2 This package will be aligned to ensuring that we can maximise the regional benefits from HS2 and which will support economic growth in line with the HS2 Taskforce recommendations. As such it will build on the rail elements of the initial **HS2 Connectivity Package** which ideally needs to be developed further as part of the **Network Rail / HS2 Integrated Plan** workstream, requested by the Secretary of State for Transport.

7.7 **Securing a Future Rail Investment Package to Support Jobs a Growth**

7.7.1 Whilst "Midlands Connect" will provide the evidence base for future investment, the West Midlands transport authorities and Local Enterprise Partnerships have already identified some measures to meet the region's economic, social and environmental objectives and meet the growing capacity challenge.

7.7.2 These interventions, which would provide both capacity for growth and deliver much of the improved connectivity which is required to stimulate growth in the regional economy and create jobs and improved regional GVA, include:

- Coventry Arena / Bermuda Park Stations & more frequent Coventry – Nuneaton services
- Coventry Station Master Plan
- Wolverhampton Interchange
- Kenilworth Station and new services
- Worcester Parkway
- Snow Hill Lines Capacity and Connectivity
- Aldridge Station
- Local services on Tamworth/Nuneaton corridors / addressing bottleneck at Water Orton Jcn
- Camp Hill Line passenger services and new local stations

7.8 **Towards Modern, Electrified Regional Rail Network**

7.8.1 The West Midlands also strongly supports Government proposals to further electrify the national rail network.
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7.8.2 Electric trains can reduce journey time and are cheaper to operate, easier to maintain and more energy efficient than diesel trains. They also cause less wear on the track and create less noise and air pollution, whilst also providing a cleaner, quieter passenger environment with reduced vibration.

7.8.3 The Rail Vision therefore regards the further electrification of both the West Midlands regional rail network and our main rail links with the rest of the country, as a huge opportunity to simultaneously improve connectivity (and support further economic growth) , maximise use of available capacity and also reduce the ongoing cost and environmental impact of rail transport.

Appendix 1: Rail Network Capacity/Capability Enhancements Planned for 2014-19

Infrastructure Scheme	Principal Outputs	Estimated Delivery
Cross City South Capacity	3 Cross City trains per hour to Redditch leading to: - Reduced GJT - Additional capacity	December 2014
Northampton Station	Additional Station Capacity	January 2015
Bromsgrove Station (Worcestershire / Centro scheme)	Increased Station Capacity for longer trains and more frequent services More Car Parking	May 2015
Cross City South Electrification to Bromsgrove	3 Cross City trains per hour extended from Longbridge - Reduced GJT - Additional capacity	May 2016
Birmingham New St Gateway	Additional Station Passenger Capacity Improved Access to City Centre Enhanced passenger environment Regeneration	2015
Walsall – Rugeley Electrification Line Speed Improvements	Reduced GJT through Faster Journeys with option for further reduction with more frequent services Additional Capacity from Longer Electric Trains Operating Cost Reductions Releases Diesel Trains for Capacity Elsewhere Diversionary electrified route to North West Scotland Potential future electric services to Stafford & NW?	December 2017
Stafford Area Capacity	Faster Journeys Stafford – Crewe Additional freight capacity to North West / Scotland Additional hourly train from London to North West Additional hourly train from W Mids to Manchester	December 2017
Southampton – West Midlands Freight Enhancement	Operation of longer 775m freight trains to from Southampton Container Port - More efficient operation - Better use of infrastructure capacity	2016
Coventry – Nuneaton New Stations (Coventry / Warwickshire scheme)	New Connectivity for areas around New Stations at Coventry Arena and Bermuda Park (Nuneaton)	2016
Coventry – Leamington Capacity (Scope to be determined - Linked to Electric Spine and Kenilworth Station)	Additional Capacity for 2 freight trains per hour Additional Capacity and GJT reductions from: - 2 local passenger trains per hour - 2 long distance passenger trains per hour (post HS2)	2019+ (TBC)
Kenilworth Station (Warwickshire Scheme: Linked to Electric Spine and Coventry – Leamington Capacity)	New connectivity for Kenilworth to Coventry and Leamington Spa	2016 (TBC)
Electric Spine (Scope to be Determined) includes: Coventry – Nuneaton Coventry – Leamington – Oxford – Reading - Southampton	Reduced GJT Additional Network Capacity Longer Trains	2019+ (TBC)

Appendix 2:   West Midlands Rail Schemes promoted by Local Enterprise Partnerships as part of their Strategic Economic Plans

Output	Scheme	LEP area	Indicative Timescale
Improved passenger capacity Improved connectivity between station and city centre Improved public transport interchange	Coventry Station Masterplan	CWLEP	CP5/6
Improved regional and national connectivity for Kenilworth	Kenilworth Station (NUCKLE 2)	CWLEP	2016
Improved connectivity on Coventry – Nuneaton corridor through GJT reductions	Coventry Station Bay platform and infrastructure enhancements to facilitate a more frequent (half-hourly) rail service (NUCKLE 1.2)	CWLEP	2017
Improved passenger capacity Improved connectivity between station and city centre Improved public transport interchange	Wolverhampton Interchange	BCLEP	CP5
Improved regional and national connectivity for Aldridge	Aldridge Station	BCLEP	CP5
Improved regional and national connectivity for Worcestershire	Worcester Parkway	WLEP	CP5
Improved network capacity Improved connectivity and passenger train capacity	Local services on Tamworth/Nuneaton corridors / addressing bottleneck at Water Orton Jcn	GBSLEP	CP6 (not prioritised)
Improved Network and Passenger Capacity Enhanced Regional Connectivity	Snow Hill Platform 4 and Rowley Regis Turnback	BCLEP GBSLEP	CP5 (not prioritised)
Improved access and connectivity	University Station Interchange	GBSLEP	2016
Improved access and connectivity	Longbridge Area Connectivity	GBSLEP	2016
Improved business access to rail freight network	Mid-Cannock container depot and freight interchange	GBSLEP	CP5
Additional network capacity into Central Birmingham Improved access and connectivity for south and east Birmingham	Camp Hill Chords	GBSLEP	CP6 / 7 (not prioritised)
Improved connectivity and passenger capacity	Wolverhampton – Shrewsbury Electrification	Marches LEP	CP6