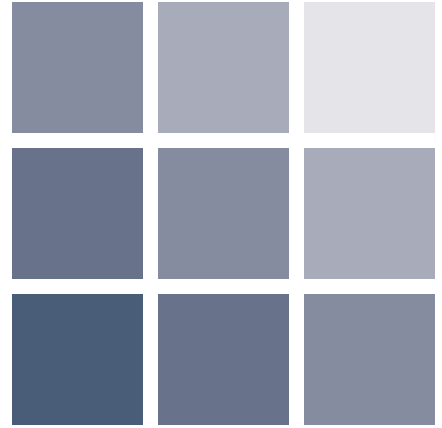


Enabling progress and facilitating growth

A rail strategy for the Midlands

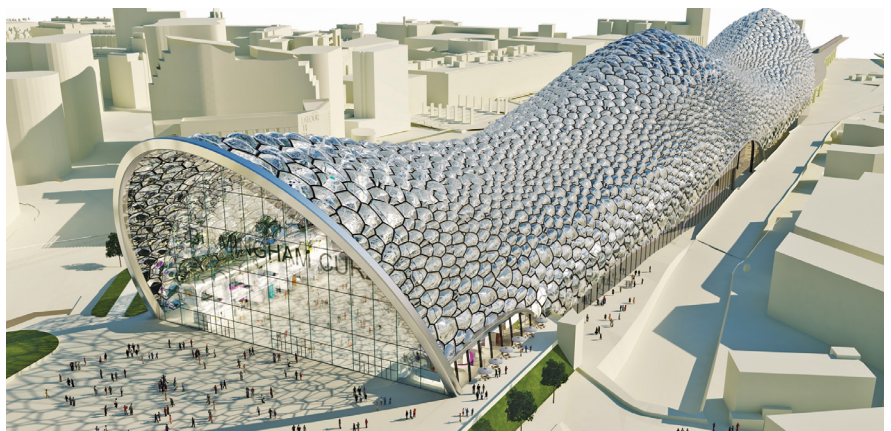


More seats, on faster journeys, to more places



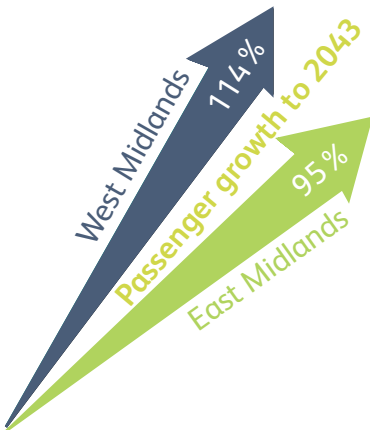
Up to 10 extra trains every hour across the Midlands via Birmingham

Ready to benefit from HS2



The railways across the Midlands are vital to the region, connecting people to jobs, leisure and goods. This network brings together key locations across the nation for passengers, whilst enabling freight to travel to and from all corners of the country.

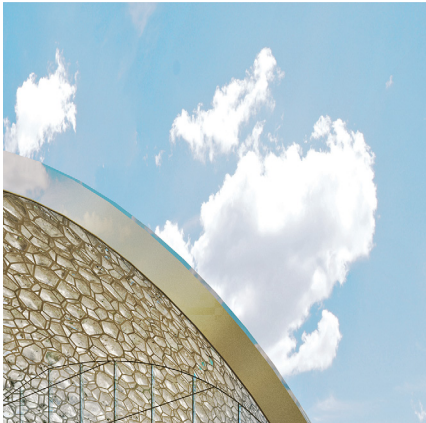
By bringing people to jobs and businesses to markets, the Midlands' railways play a key role in supporting economic growth. This document outlines an industry developed strategy to both facilitate and accommodate growth for the next 10 to 30 years, which has been supported and endorsed by Midlands Connect.



Rail growth supports economic prosperity

Growth

The number of passengers using the railway across the Midlands has increased substantially over the past decade with further growth forecast. Accommodating this growth and its positive economic impact is a primary focus of Midlands Connect.



High Speed Two (HS2)

With Royal Assent granted for Phase 1 in February 2017, HS2 is set to deliver new high speed services between London, Birmingham, the East Midlands, Manchester, Leeds and beyond that will act as a catalyst for change in these cities and regions. The opening of HS2 Phase 1 in 2026 and Phase 2a in 2027 will transform the West Midlands, with new stations at Birmingham Curzon Street in the city centre and Birmingham Interchange adjacent to Birmingham Airport. From 2033, Phase 2b will reshape pan-Midland links, bringing the East Midlands and West Midlands closer together.



Devolution and local agenda

Government is encouraging policy to be set locally to drive forward economic growth.

Midlands Connect are bringing together local transport authorities, businesses and Network Rail to identify targeted transport investment in the pan-Midlands area to support jobs, housing and the economy.

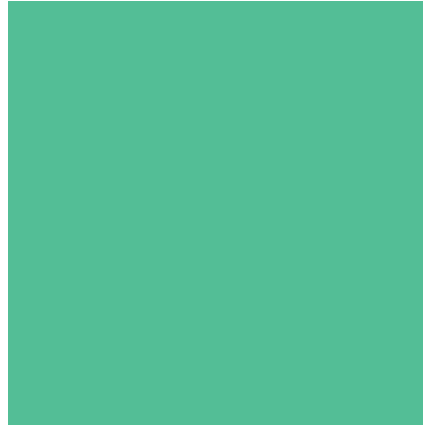
West Midlands Combined Authority and **East Midlands Councils** have been part of the development of the strategy, feeding in the economic and transport priorities for the region.



Digital Railway



The Digital Railway is a rail industry-wide programme to benefit Britain's economy by accelerating the use of digital technology on the railway. These include train operation, capacity allocation, passenger experience, infrastructure, and stations that will facilitate future growth.



Franchising

Refranchising forms a key opportunity for the delivery of the strategy, acting as a mechanism for the delivery of additional trains and services on the network.



Approach

This document sets out a rail strategy for the Midlands. A number of upgrades to the network have been identified as **choices for funders** in order to meet and facilitate forecast demand.

These options are presented alongside the timescales for when interventions would be required. Funding will need to be identified in order to progress development further.

The full details of the strategy and choices for funders can be found in the [East Midlands](#) and [West Midlands and Chilterns Route Studies](#) respectively.

Midlands Strategy

A growing economy

The railway of the Midlands performs an essential role in connecting communities and supporting economic growth.

- faster economic growth than the national average
- strong growth recorded in Birmingham, the UK's second city
- resilient east-west connectivity is critical to supporting future economic growth across the region
- East Midlands GVA growth has been 85.4% over the past two decades

By 2024

3,300 extra seats
on key commuter routes

2,900 extra seats
on long distance services

Midlands Rail Hub

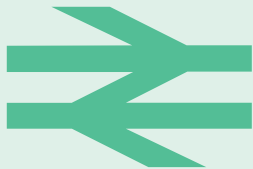
The Midlands Rail Hub is a core component of the strategy. Midlands Connect has identified that delivering the new services unlocked by additional capacity in central Birmingham could deliver **£2bn** in economic growth over 30 years.

Heart of the HS2 network



Upgraded stations

Birmingham Moor Street
Birmingham Snow Hill
University



Pan-Midlands Corridors

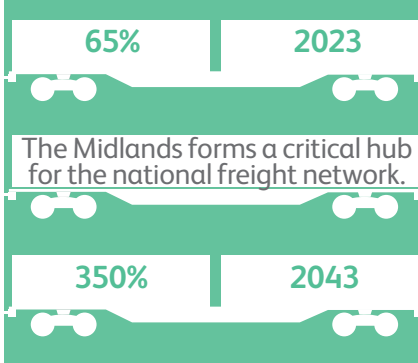
£500m

Midlands Connect has identified Wider Economic Benefits contributed to the UK economy by improving the connectivity and journey times across the Midlands.

More freight

Key flows for the Midlands include intermodal container traffic from Felixstowe ports to the West Midlands and transfer of construction materials from Peak District quarries to London. This positive demand is projected to continue in the future.

Freight growth



New HS2 stations

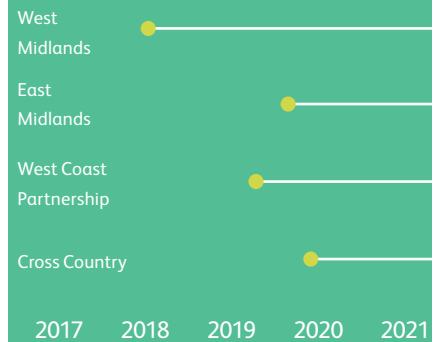
Birmingham Curzon Street
Birmingham Interchange
Toton (East Midlands Hub)



Franchising

The strategy for the Midlands has already started to be delivered through refranchising. The new West Midlands franchise will provide additional seats on key commuter routes and an increase in evening and Sunday services. The competition to run the next East Midlands franchise has commenced, which look to deliver further key outputs of the strategy. The two subsequent franchise processes for West Coast Partnership and Cross Country have pivotal impacts on the Midlands area will also look to facilitate delivery of the strategy.

Franchising Timelines



Access to Birmingham Airport

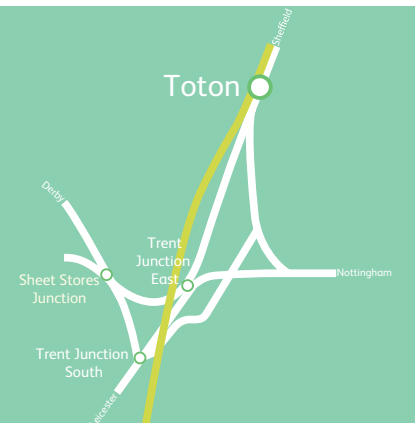
Increasing the number of tracks between Leamington Spa and Coventry would allow the rerouting of an existing cross-country service, providing **Birmingham Airport** and **Coventry** with important links to the **South Coast**, **East Midlands** and **North East**.



Birmingham Airport is growing following the arrival of an extended runway and new routes, with 11 million passengers in 2016/17, whilst East Midlands Airport handles more cargo each year than any other airport outside of London.

Trent Junctions

Lines from Derby, Nottingham, Leicester and Toton converge at **Trent Junctions**. Insufficient capacity across the junctions combined with the importance for linking to the **HS2 East Midlands Hub** station at Toton make improving this area key to enabling long-term future growth.



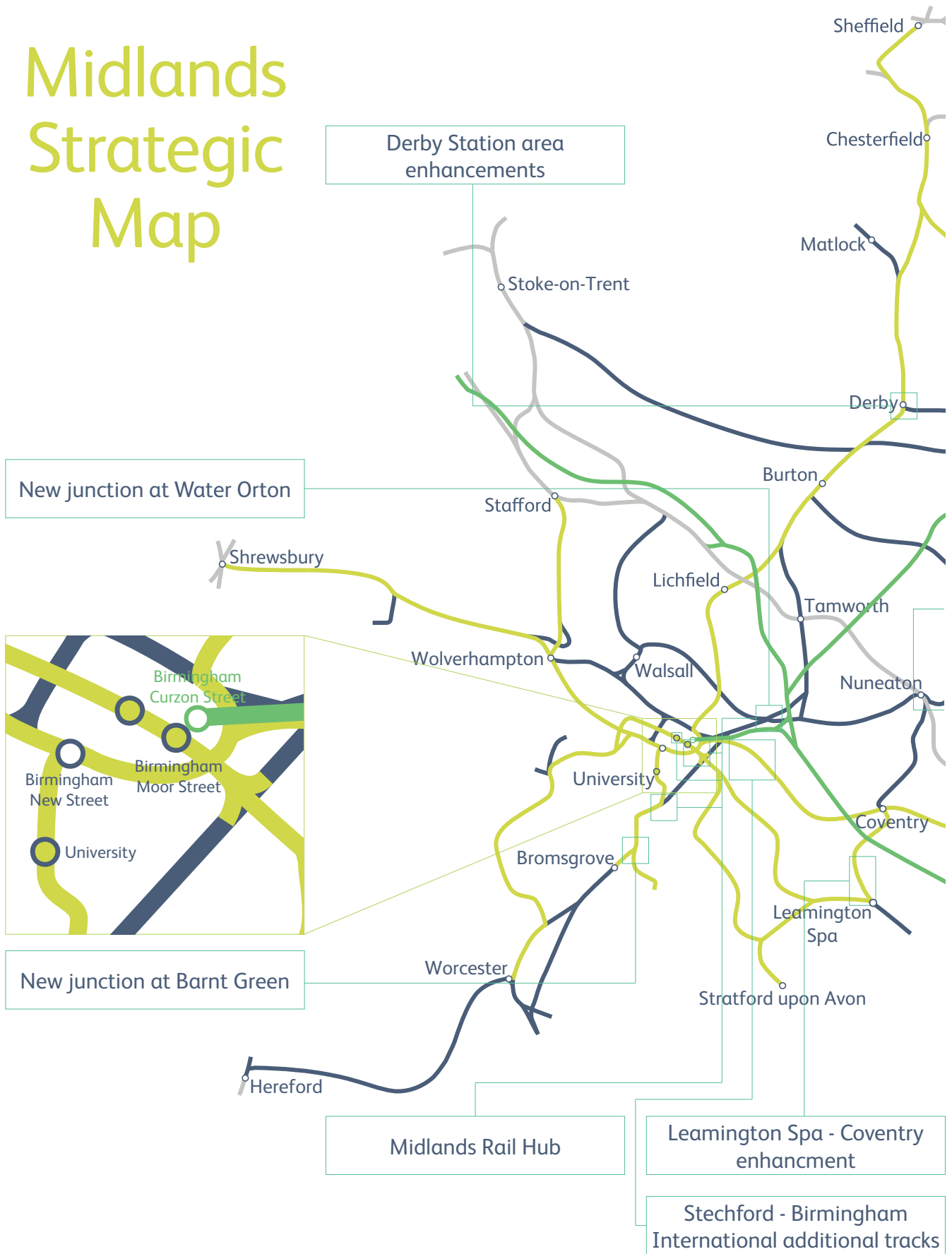
Leicester area upgrade

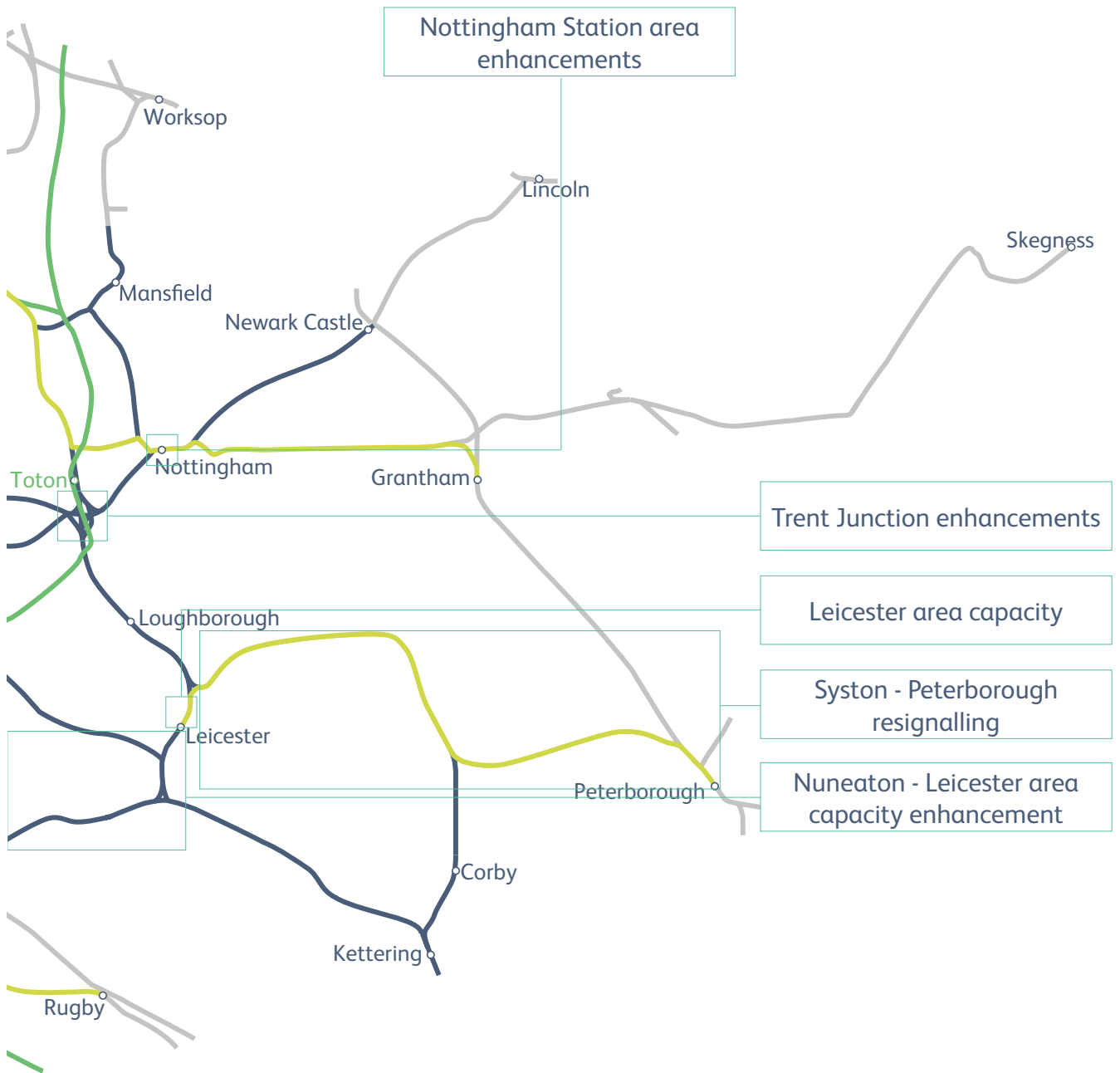
- Key medium-term constraint to future growth of all rail services
- Additional passenger services
- Additional platforms at Leicester and Syston stations
- Four-tracking and improving junctions at constrained locations in the wider Leicester area

Towards 2043

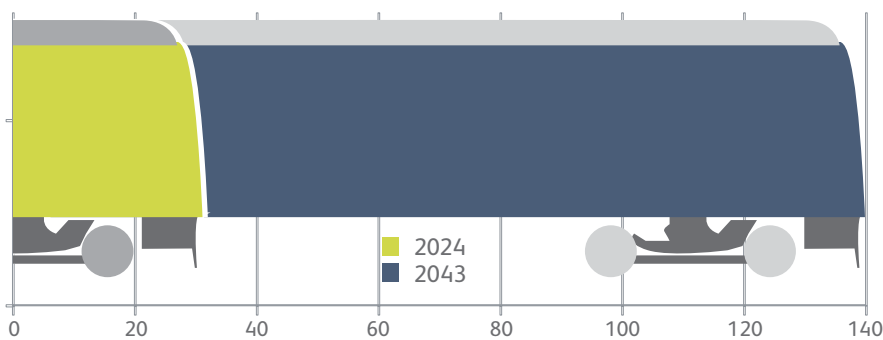
- Full rollout of Digital Railway
- Extra tracks between Stechford and Birmingham International
- New junctions at Barnt Green and Water Orton
- Further electrification
- Derby and Nottingham Station area enhancements
- Nuneaton – Leicester area capacity enhancement

Midlands Strategic Map





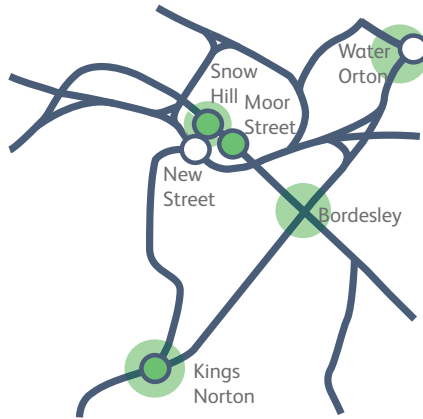
Extra carriages needed to meet Birmingham commuter demand





£2bn

Midlands Connect has identified the Wider Economic Benefits contributed to the UK economy over 30 years by fully delivering the Midlands Rail Hub



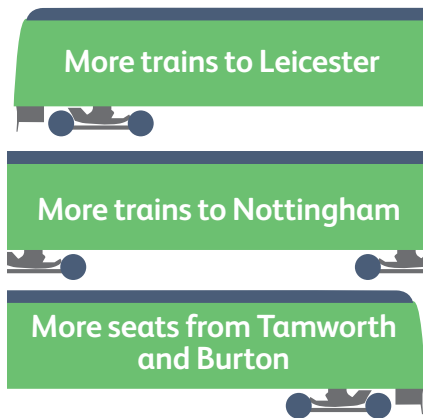
Infrastructure

- Bordesley Chords and new platforms at Moor Street
- More tracks through Water Orton
- Kings Norton upgrade
- Snow Hill Platform 4
- Begin rollout of Digital Railway



Resilience

The development of a long distance hub at Birmingham Moor Street Station will improve the resilience of the network. If there is planned or unplanned disruption at Birmingham New Street Station, Birmingham Moor Street Station can continue to operate.



Local HS2 Growth Strategy

Harnessing the prospective growth produced by providing local access to HS2 is key to the Midlands region. Changing the service offer in central Birmingham will lead to passenger trains using the Camp Hill lines currently used by freight services.

This provides the opportunity to deliver new stations as identified in the HS2 Growth Strategy.