Sandeep Shingadia  
*Director of Development & Delivery*  
*Transport for West Midlands*

**What are the biggest transport growth and regeneration opportunities in the Midlands, currently and in the future?**

Focusing on the West Midlands, as the UK’s Growth Capital, there are huge opportunities for linking transport, regeneration and development together especially at UK Central (as one of Europe’s largest investment opportunities); Birmingham, Coventry and Wolverhampton city centres; and our Inclusive Growth Corridors.

**Key stats:**

- The region boasts a trade surplus with China (+£160m) and the United States (+£4bn)
- Birmingham has been named as the UK’s most investable city by Europe’s top real estate investors
- Coventry’s rate of jobs creation from FDI is six times higher than other UK regional cities and double that of London
- £5.1bn is being invested in High Speed 2 rail and local public transport
- The National Exhibition Centre near Birmingham’s international airport is the UK’s top exhibition venue
- Wolverhampton’s £250m Integrated Transport Interchange will provide a state-of-the-art connectivity hub for the region

*Continued overleaf.*
What will the further development opportunities created by HS2 be?

HS2 is at the core of plans for growth and improved connectivity in the West Midlands. Whilst the economic and transport benefits we anticipate from new HS2 services connecting the West Midlands nationally are significant, this is not the whole story. The delivery of HS2 will also allow us to use our existing rail network over the next 30 years to deliver better connectivity within our metropolitan area, with our wider West Midlands region and with the rest of the UK.

HS2 has helped catalyse this regeneration and now underpins the assumptions in our economic, planning and transport strategies which aim to deliver a happier, healthier, better connected and more prosperous West Midlands. HS2 provides wholly new capacity for travel across Britain and brings key centres closer together. Furthermore, it will allow us to reprioritise the capacity on our existing rail network to facilitate the West Midlands’ aspirations for improved local and regional passenger rail services and growth in rail freight.

It is vital that two new HS2 stations are plugged to local transport networks - enhancing access to jobs and unlocking new growth opportunities across our area. The West Midlands has therefore developed an adopted HS2 Connectivity Package to ensure we are HS2 ready, comprising of 20 transport schemes (including local rail schemes). This is a core component of the West Midlands’ Local Transport Plan.

What does the Midlands need to do in order to improve its connectivity and unlock regeneration?

Bodies such as the WMCA need long term investment and access to new financial tools to take forward transformational connectivity

Future programmes:

- Delivering over £5bn in transport upgrades and creating an integrated world-class network
- Delivering £50m in investment to create the UK’s first multi-city 5G testbed across Birmingham, Wolverhampton and Coventry
- Developing the UK’s first Future Mobility Zone and the UK’s new Mobility Data Institute, as well as the UK’s largest connected and autonomous vehicles testbed
- Delivering a £4.4bn High Speed 2 Growth Strategy, including the Curzon Masterplan and 20 transport schemes to fully connect HS2 stations to local transport networks and communities
- Extending the Metro system, by 30km by 2026, including East-West Metro with light rail extensions to Dudley—Brierley Hill and through East Birmingham to North Solihull and the High Speed 2 Interchange Station

Continued overleaf.
Building seven new suburban rail stations and 31km of new track to provide 20,000 new seats

Delivering total investment of £280m up to 2026 to deliver the longest bus rapid transit in Europe, covering 122km

How can the delivery of infrastructure projects be improved by collaboration at early stages to maximise the development opportunities and growth potential of the project?

Movement for Growth, the West Midlands statutory transport plan, outlines our strategic approach to addressing transport challenges and opportunities in the West Midlands metropolitan area. Through the “Movement for Growth” 2026 Delivery Plan, we are committed to the delivery of inclusive growth corridors. These corridors provide one of many opportunities to bring together key stakeholders, and to work collaboratively with partners to maximise development opportunities and inclusive growth. Early stage collaboration has been key for the development of the corridors, as our aspiration is to catalyse and deliver genuinely high-quality housing development and transformation infrastructure that supports strong and socially inclusive communities.

Large-scale regeneration in Birmingham, Coventry and Wolverhampton is only the start. In smaller urban centres across the region the WMCA’s urban town centre improvement programme is further reviving their commercial appeal and redesigning the public realm – making better, inclusive places.

Our Inclusive Growth Corridors approach is being pursued for:

Wolverhampton - Walsall:

- Major regeneration and development opportunity, with circa £100m transport upgrades planned to support the construction of over 4,500 new homes, as well as major redevelopment in Walsall and Wolverhampton urban centres.

West Bromwich to Dudley Inclusive Growth Corridor

- The driver for this is a 11km Metro extension between Wednesbury and Brierley Hill links the Black Country with HS2 and supports the regeneration of Brierley Hill and Dudley town centres – 17 new Metro stations will support investment and regeneration opportunities throughout the corridor.

What new transport infrastructure does the Midlands need?

In light of the Climate Crisis and growing importance of technology, the Midlands needs a continued investment in sustainable transport infrastructure including intra-city mass transit networks and new technological opportunities. These opportunities must include a national revolution in the investment of clean vehicles, clean fuels and supporting clean infrastructure.

Continued overleaf.
Simon Statham  
*Head of Technical Programmes*  
**Midlands Connect**

**What are the biggest transport growth and regeneration opportunities in the Midlands, currently and in the future?**

HS2 is a once-in-a-lifetime opportunity to boost transport capacity and connectivity across the whole country; and it’s particularly beneficial for the Midlands, cutting the journey time between the East and West Midlands to less than 20 minutes; and bringing Birmingham within an hour of towns and cities as dispersed as York, Leeds, London, Manchester, Liverpool, Wigan, Sheffield, Nottingham and Preston. The Midlands and Birmingham in particular will truly be the heart of the network.

**What will the further development opportunities created by HS2 be?**

HS2 is a new backbone for the UK transport network with huge knock on benefits for conventional rail, rail freight and our road network too. All seven projects within Midlands Engine Rail either use the new HS2 infrastructure, use the capacity HS2 releases on existing railways, or create better connections to HS2 services at places like Stoke, Crewe, Birmingham Moor Street-Curzon Street and the new East Midlands Hub at Toton. HS2 will also free up capacity for more than 2 million lorries’ worth of goods to be taken off our roads every year; and it boosts the case for major improvements to roads and junctions near new HS2 stations, like the A52 near Toton and the M42 and A45 near Interchange in Solihull.

**What does the Midlands need to do in order to improve its connectivity and unlock regeneration?**

Poor east-west connectivity is holding our region back from reaching its full potential. The weather can move pretty quickly across the Midlands, but not much else can. Historically the transport network has been built and developed north-south rather than east-west. My colleagues at Transport for the North will tell you that the only continuous East-West dual carriage way anywhere between Birmingham and Glasgow is the M62. That’s ridiculous. So Midlands Connect is looking at three major multi-modal east-west corridors across our region that can combine road and rail improvements to sustainably grow our economy and future proof our transport network. The A46 runs all the way from Gloucestershire to Lincolnshire, the A5 from Northamptonshire to Wales and the A50/A500 from the major cities of the East Midlands to Stoke and Crewe, the gateways to the North.

**How can the delivery of infrastructure projects be improved by collaboration at early stages to maximise the development opportunities and growth potential of project**

Continued overleaf.
Working in partnership rather than in isolation is so important to making progress and delivering value for money to taxpayers. A couple of examples at Midlands Connect come to mind. When we delivered our Strategic Outline Business Case for the Midlands Rail Hub to the Rail Minister, he was excited and told us he couldn’t wait to show it to Network Rail. But Network Rail were already in the room at the time and had been working on the project with us through every stage of its development, so we are already several steps ahead of the game. On the roads side, the A46 at Newark is a good example. Here’s an upgrade that is well overdue and will now be delivered in RIS2 before 2025. But crossing the River Trent, the A1 and the East Coast Main Line isn’t just an issue for the A46, it’s a problem for the Nottingham to Lincoln rail line too. So Midlands Connect has got Network Rail, Highways England and the DfT together to make sure that the road improvements don’t prevent future rail improvements; and to identify if there’s any mutual benefit for both road and rail that can be gleaned by the solution which is being put in place.

What new transport infrastructure does the Midlands need?

Aside from HS2, there’s potentially not that much that’s genuinely “new” which the Midlands needs to thrive. Midlands Engine Rail isn’t about adding miles and miles of new railway. It’s about upgrading what we’ve already got with modern digital signalling, passing places and freight loops, some dualling of track, and longer platforms. It’s not saying, we need to build a new line from Hereford to Lincoln. And similarly with our Major Road Network and Strategic Road Network, for the most part we’re upgrading roads and junctions we’ve already got. The only major new infrastructure comes in when you’ve got a town or village which is suffering terribly from heavy long distance traffic passing through and ruining air quality and quality of life for residents and communities. That’s when we look at new infrastructure which can take away traffic that doesn’t need to be there.

Mark Parkinson

Economic Development and Planning Policy Manager
Staffordshire County Council

What are the biggest transport growth and regeneration opportunities in the Midlands, currently and in the future?

HS2 has the potential to transform the economy of the North Midlands with classic compatible services set to operate from Stafford, Stoke-on-Trent and Crewe in South Cheshire; with the sub regional area acting as a gateway from the Midlands Engine to the Northern Powerhouse.

What will the further development opportunities created by HS2 be?

The nine local authorities and two LEPs are collaborating through the Continued overleaf.
‘Constellation Partnership’ arrangements in order to derive the potential economic benefits associated with the investment in HS2. The Constellation strategy has looked up to 2050 to form a long term economic vision and strategy that has identified a wide range of investable propositions relating to housing, high value employment and skills.

What does the Midlands need to do in order to improve its connectivity and unlock regeneration?

Support Midlands Connect to fulfil its potential and speed up its transition to become a Sub-National Transport Body with statutory status and associated additional powers and responsibilities. The 20 year investment programme will allow strategic planners to make use of this investment when place shaping and plan making and continue to seek the benefits associated with improved east-west connectivity across the region.

How can the delivery of infrastructure projects be improved by collaboration at early stages to maximise the development opportunities and growth potential of project?

Follow the example of Constellation Partnership to provide a long term 30 year strategy and align the cocktail of funding streams into a clear and coherent package of investment.

What new transport infrastructure does the Midlands need?

A wide range of improvements to the strategic and major road network, upgrading of rail services to improve east-west links (including new park and ride facilities) and local service patterns to enhance intercity travel; and a complementary package of intra-city improvements to public transport. This includes a well-funded strategy to support the development of medium sized cities such as Stoke, Telford, Derby, Wolverhampton, et al as well as the larger cities.

Abigaile Bromfield
Director, Midlands Planning Leader
Arup

What are the biggest transport growth and regeneration opportunities in the Midlands, currently and in the future?

Significant and effective transport infrastructure supports strong economic growth and where we are seeing targeted opportunities for growth is around new transport hubs in particular, such as at UK Central in Solihull and Toton in Nottingham. We are currently witnessing major infrastructure investment in the Midlands, through the expansion of the West Midlands Metro network as well as through HS2 and Smart Motorway Projects from Highways England. The Metro is an effective and sustainable way to connect people to key destinations in the region. There are regeneration opportunities along the Wednesbury to Brierley Hill

Continued overleaf.
extension which is currently in the planning stage, and further opportuni-
ties will undoubtedly arise along the proposed East Birmingham & Soli-
hull extension. Crucially, the route will provide the communities it serves
access to opportunities along the existing and future network.

What will the further development opportunities created by HS2 be?

Several years before the first HS2 trains arrive in Birmingham, both Soli-
hull Metropolitan Borough Council and Birmingham City Council have
been busy preparing masterplans to capitalise on the development op-
portunities at Interchange station and Curzon Street station. For Phase
One, the Birmingham Curzon HS2 Masterplan anticipates the delivery
600,000 square metres of commercial development and 4,000 residen-
tial units, over the period 2014 to 2046. Meanwhile, the UK Central Hub
Growth and Infrastructure Plan anticipates the delivery of 775,000
square metres of commercial and mixed-use floorspace, and up to
4,000 residential units. For Phase Two, early masterplanning work is un-
derway to maximise the benefits of the East Midlands Hub (Toton) sta-
tion.

What does the Midlands need to do in order to improve its connec-
tivity and unlock regeneration?

Good progress is being made in the Midlands on the regional/ national
level infrastructure but more focus is required on solutions for improved
sub-regional connectivity with housing growth and improved walking and
cycling links at a local level. Long term certainty in the funding of infra-
structure projects, aided by strong governance and political leadership,
will boost investor confidence in the region and ultimately increase the
deliverability of regeneration plans.

How can the delivery of infrastructure projects be improved by col-
laboration at early stages to maximise the development opportuni-
ties and growth potential of project?

Numerous organisations are involved in the delivery of infrastructure
projects, and these organisations often have different funding streams,
governance processes and ways of working. However, the end goal of
each project is ultimately the same – keeping people moving around the
region and improving connectivity.

Early engagement can improve the visibility of schemes and objectives,
boost collaborative ways of working and ensure that plans are aligned.
To achieve a better outcome for quality of place, better integration of
housing, employment growth and social infrastructure as well as hard
infrastructure is vital. Where funding streams or project timelines do not
align, passive provision or building flexibility into the design programme
is essential.

What new transport infrastructure does the Midlands need?

What is clear over recent decades is that we cannot rely on the motor

Continued overleaf.
car as the main form of transport. Sometimes the car is necessary, but to move people through densely populated urban environments, we need some appealing, affordable and inclusive alternatives to the car. For example, high-quality, safe and segregated cycling infrastructure to encourage modal shift, or new train stations along key commuter corridors. A bigger emphasis on creating walkable cities could also be achieved by improving the walking experience, public realm, facilities etc.

We should constantly seek to test new modes of transportation. Arup has been leading the UK Autodrive project, which concluded in late 2018 with a three-day demonstration of autonomous vehicles in Coventry. In Dudley, a ‘very light rail’ Innovation Centre is proposed to allow coordination of strategic initiatives, prototype testing and trials of new transport solutions. Here in the Midlands we have a proud innovative and industrial past, and collectively we need to harness the huge potential in the region to build a transport network fit for the 21st century.

“What is clear over recent decades is that we cannot rely on the motor car as the main form of transport. Sometimes the car is necessary, but to move people through densely populated urban environments, we need some appealing, affordable and inclusive alternatives to the car.”

Hear from these four experts and many more…

...at Regeneration and Transport Growth in the Midlands, taking place in Birmingham at Gowling WLG on Thursday 14th November.

Tickets start from just £299+VAT, (group booking discounts available) for full details of the programme and how to secure your place visit: http://bit.ly/2OVlyjW.