Growth and Connectivity Conference

Millennium Point, Birmingham

12th September 2014 - 9:30 – 16:00

12th September 2014
High Speed Rail Connected to our Regions

Key Speaker: Baroness Kramer, Senior Minister of State for Transport

Moderator: David Brown, Chair of PTEG and Chief Executive and Director General of MerseyTravel

Speakers:

Geoff Inskip, Chief Executive, Centro

John Worthington, Commissioner of the Independent Transport Commission and Chairman of the ITC High Speed Rail Working Group

Cllr James Lewis, Chair of the West Yorkshire Combined Authority Transport Committee
High Speed Rail in the West Midlands

Geoff Inskip
Chief Executive
Centro
HS2 The Story so far......

1. Faster, greater connections to the UK and to the Continent.
2. Additional rail passenger & freight capacity on Conventional rail network to trade with the rest of the UK, Europe and the rest of world.
3. HS2 will generate £48.2 billion in user benefits to businesses
4. £15.4 billion in wider economic benefits;
5. Up to 2,000 operational & maintenance jobs.
6. Reduced carbon of up to a million tonnes a year by 2055
Boosting the WM economy: The Needs of Business

• Business community has identified the following needs for today and in the future:
  - In the 21st Century globalised economy, businesses need greater national and international connectivity;
  - Connectivity to the people with the right skills for their business;
  - Fast and reliable connectivity to existing/new customers and markets;

• High Speed Rail Case Studies:
  Ashford: 9000 new jobs; 1500 new companies
  Lyon: 20,000 new jobs, major regeneration of city centre;
  Lille: 50,000 new jobs since HSR line built
The Economic Benefits in the West Midlands

- HS2: Reduced journey times and new connectivity will generate inward investment into West Midlands

- KPMG Study found that when supported by package existing rail network improvements HS2 would deliver 51,000 additional jobs:

<table>
<thead>
<tr>
<th>Sub-Region</th>
<th>Residential Employment Created by HS2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Birmingham &amp; Solihull</td>
<td>26,000</td>
</tr>
<tr>
<td>Black Country</td>
<td>12,500</td>
</tr>
<tr>
<td>Coventry</td>
<td>7,100</td>
</tr>
<tr>
<td>Wider Economic Area</td>
<td>5,700</td>
</tr>
</tbody>
</table>

- West Midlands benefits from £4.1Bn GVA benefits per annum
Two Main Challenges

• Existing Railway
  – National Rail Growth
  – West Midlands Rail Network Growth
  – Freight Growth
  – Regional commuting growth

• Connectivity to HS2
  – within the City
  – at Interchange
WM HS2 Package is based on....

• “plugging-in” HS2 to its two interfaces of Birmingham city centre and Interchange (i.e. interface with Moor St Station)
• New rapid transit line connections (Metro and SPRINT- Bus Rapid Transit)
• New rail links and local stations
• Rail service enhancements using released rail capacity
• Strategic interchange hubs for onward connections
• Highway junction improvements and other local mitigation measures
• High quality local bus access
Building for the future
Integrating Metro and Sprint with HS2
Challenges to overcome

- Dispersal of passengers to other modes
- Intrusion
- Impacts on the city
- Seamless integration
- Quality
- Funding
HS2: The WM in Action

• Ensuring the best possible mitigation for HS2, addressing issues that arise from the direct and indirect impacts of the route
• Ensuring that the infrastructure which supports HS2 is of the highest quality in terms of appearance and architectural integrity.
• Accessibility of HS2 Stations & integration with local policies/plans.
• Interchange with the local & national transport network
• Future proofing capacity on local and national networks
• Wider economic and social benefits of HS2
Wolves Interchange
UKC Proposals

- Principles of “Managed Growth” & creation of PLACE
- N-S links through HS2
- New markets to Asia & China through Birmingham Airport
- Welcome HS2 but local connectivity is still needed to support UKC & wider region.
- Acknowledges strategic links with the most populous conurbations of the Midlands (Sheffield, Nottingham, Derby, Coventry, Oxford and Birmingham)
- Highlight the importance of future proofing capacity on the M42 and local road networks.
Building for the future
Integrating Local Rail Services with HS2
West Midlands Local Rail Capacity

- The heart of national rail network supporting long-distance, regional, local and freight services
- Significant capacity constraints and crowding issues exist
- Cross Birmingham connectivity is poor
- A conservative 32% patronage increase predicted by 2019/20
- Growth in long-distance passenger services will squeeze out Local Commuter Rail services
1) Linking the West Midlands to the HS2 network
2) Underpinning HS2’s potential to stimulate growth and future economic activity across the whole region.
3) Maximising released capacity on the conventional rail network.
4) Ensuring release capacity on the road network by transferring passenger and freight trips to rail and public transport links
**Improved Local Rail : Future Network Scenario**

- HSR provides opportunity to remodel existing rail network

- Example Coventry:
  - More national connectivity: Liverpool, Manchester, Scotland;
  - More local commuter connectivity: Milton Keynes, Birmingham Intl, Leamington, Tile Hill;

<table>
<thead>
<tr>
<th>From</th>
<th>Coventry</th>
<th>Birmingham</th>
<th>Birmingham Intl</th>
<th>Sandwell &amp; Dudley</th>
</tr>
</thead>
<tbody>
<tr>
<td>To</td>
<td>Current</td>
<td>Future</td>
<td>Current</td>
<td>Future</td>
</tr>
<tr>
<td>London (Fast on WCML)</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>London (Slow on WCML)</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>London (on HSL)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Milton Keynes</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Northampton</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Birmingham</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>Birmingham International</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>Coventry</td>
<td>7</td>
<td>8</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Leamington</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Oxford</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Shrewsbury</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Telford</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Wolverhampton</td>
<td>2</td>
<td>3</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td>Cannock</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Walsall</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Stafford</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Manchester (on WCML)</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Manchester (on HSL)</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Liverpool (on WCML)</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Liverpool (on HSL)</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Scotland (on WCML)</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Scotland (on HSL)</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
Conclusions
By getting it right, WM HS2 Connectivity Package will:

• Ensure effective accessibility/connectivity to HSR and UKC, within to and from the WM
• Support growth across the wider region....
• Improve intra-LEP connectivity between towns and cities to favour access to employment and services

• Better matching of labour supply/demand across the West Midlands thanks to greater mobility
• Potential to release capacity on the road network by transferring passenger and freight trips to rail and public transport links
West Midlands Connectivity to HS2 Stations
Lessons Learnt:

- Think big in terms of the vision/Masterplan
- Start planning as soon as possible
- Get all partners working together
- Understand the wider impacts beyond public transport and plan for them
- Ensure that the wider network accommodates the needs of High Speed
- Have a high standard for the quality aspiration
- Ensure that you pursue funding from all available sources
Thank You

Geoff Inskip
Chief Executive
Centro
Birmingham New Street Gateway
Birmingham City Centre Extension (BCCE)
Metro at Adderley St
New Connectivity and Reduced Journey Times