

## Transport Initiatives in the West Midlands



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- Founder of a business working worldwide; offices in:-
  - ➔ Birmingham.
  - ➔ London.
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  - ➔ Sydney, New South Wales.
  - ➔ Shortly to open offices in Auckland, New Zealand and China.
- Fellow of the Royal Institution of Chartered Surveyors.
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- Delegate to CEEC (Conseil Européen des Economistes de la Construction).
- Contributor to the Annual Meetings of the AACE (Association for the Advancement of Cost Engineering) United States.
- Delegate to the Annual Congress of PAQS (Pacific Association of Quantity Surveyors)



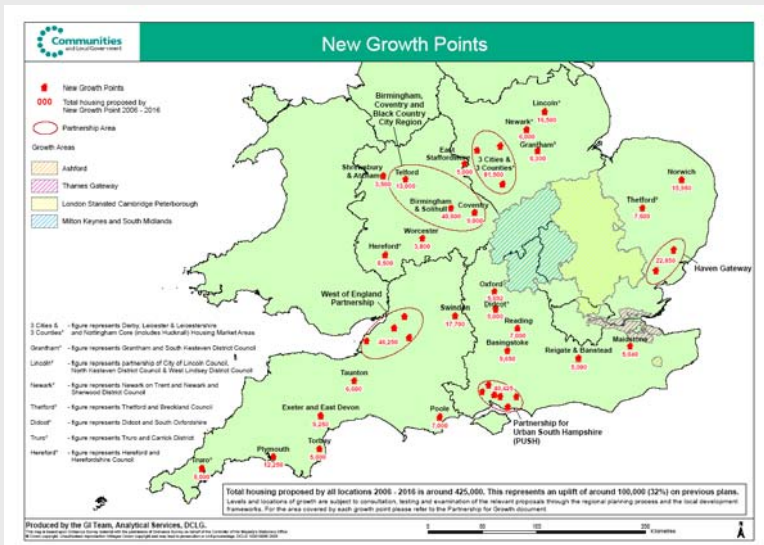


## The need for transport infrastructure development

- Over the next 20 years in the West Midlands Region:-
  - Housing needs are forecast to grow from between 381,000 and 575,000 units.
  - Jobs will grow by 150,000 overall with 40,000 jobs created in the City of Birmingham.
- These homes will be required to support a large influx of economically active persons from Europe and especially Eastern Europe.
- Of this growth, in the Birmingham, Coventry and Black Country City Region, new housing growth in new units is forecast to be:-
  - Birmingham & Solihull – 40,000.
  - Coventry – 9,000.
  - Telford – 13,000.
  - Shrewsbury & Atcham – 3,500.
  - Worcester – 3,800.
  - Hereford – 8,500.



## New Growth Points





## The Way Forward (1)!

- Maximising use of existing rail and road infrastructure
  - Creating an RER for the West Midlands
  - Maximising the use of Snow Hill and Moor Street in Birmingham
  - The Coventry – Birmingham Wolverhampton Corridor
  - Reinstating the “Beeching” cuts on the railways
- Schemes already committed
  - Metro – lines to Brierley Hill and to Edgbaston
  - Coleshill Parkway Railway Station
  - Active traffic management on M42 to be extended
  - M6 widening north of Junction 11a to Junction 19
  - Link M54 – M6 Toll ( Midland Expressways Limited)

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## The Way Forward (2)!

- The future - rail
  - Tamworth turnback on the railways
  - Bromsgrove New Station
  - Longbridge Park & Ride (rail/bus interchange)
  - High Speed North/South Railway
  - Central Railways plc
- The future - road
  - Highways Agency plans to upgrade A42 and A38 in the East Midlands
  - Improvements to A14/M6 link at Junction 1 – M6
  - Improvement to M40 Junction 15 Longbridge, Warwick

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## Sustainable Development

- Challenge to develop public transport
  - Integrated systems; road, rail and air
  - Making best use of existing assets
  - Funding new developments
  - Public and Private Sectors in harmony
- Towards sustainable development
  - Active road traffic management
  - National Road Traffic Control Centre at Quinton
  - Regional Road Traffic Control Centre (Birmingham/Coventry/Leicester) to be co-located
  - Integrated road/rail and air traffic

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## Creating an RER for the West Midlands

- RER – Réseau Express Regionale – (Regional Rail Network) - similar to Paris
  - Developing Birmingham Snow Hill and Moor Street
  - Creating a North Warwickshire commuter route
  - Possible Snow Hill lines network
  - Diverting freight away from the Midlands rail hub

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## Maximising the use of Snow Hill and Moor Street in Birmingham

- **Snow Hill**
  - Making use of all four platforms
  - Making access to Walsall and Wolverhampton; through the suggested Benson Road chord – Winson Green to Soho
  - Creating a hub for services from Hereford and Worcestershire to South Warwickshire
- **Moor Street**
  - Presently underused – the engine you can see from Selfridges in the platform is a GWR 28XX Class 2-8-0 freight engine built in 1942!
  - Establish rail chords from Adderley Park to St Andrews Junction and from St Andrews Junction to Bordesley
  - Trains from Northampton, Coventry and the South have direct access to the heart of Birmingham shopping centre

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## The Coventry – Birmingham Wolverhampton Corridor

- **Capacity issues**
  - Currently a constraint on regional economic development
  - Forecast growth of Birmingham as a regional financial and services centre has to be serviced
  - Need to reduce services that can be diverted
  - Creation of new routes
- **Solutions**
  - Development of New Street: being covered by the next presenter
  - Platforms at intermediate stations have been or will be lengthened
  - Creation of a North Warwickshire express route: New Street/Coleshill/Nuneaton/Ricoh Arena/Coventry
  - Creation of freight diversionary routes around the West Midlands to free up track capacity for the proposed RER

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## Reinstating the “Beeching” cuts on the railways

- Why reinstate?
  - To make use of existing disused or mothballed assets
  - Reducing the land take
  - Avoiding disruption to people and communities
- What do we reinstate?
  - Stourbridge, Walsall, Lichfield to Wichnor Junction on the Birmingham to Derby line
  - Part of the Halesowen Railway (Longbridge to Halesowen) to serve the Longbridge or Frankley “Park and Ride”
  - The Banbury to Rugby section of the former Great Central Railway: to provide an alternative freight route to link with the Trent Valley 4-tracking
  - There are others!

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## Metro – lines Wednesbury to Brierley Hill and Snow Hill to Edgbaston

- Midlands Metro
  - Lines from Wednesbury to Brierley Hill and Snow Hill to Edgbaston approved subject to funding
  - Funding solutions being investigated
  - Opportunities arise for developments on and adjacent to the route
  - Potential for other routes
- Development opportunities
  - Adjacent to tram stops along the routes in the Black Country
  - Aid to regeneration
  - In the City, to improve the atmosphere for and to sustain inner city living

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## Coleshill Parkway

- New Station – Coleshill Parkway
  - Opens next month August 2007
  - Supports Hams Hall development and major residential developments in North Warwickshire
  - Train service between Birmingham New Street, Leicester, the East Midlands and Stansted Airport
  - Potential to form part of RER using existing railways from Whitacre Junction to Kingsbury as part of the Tamworth “Turnback” proposal
  - Potential to become a stopping point on a North Warwickshire commuter service between Birmingham Coleshill, Nuneaton, Ricoh Arena and Coventry
  - Project privately funded in partnership with Network Rail by John Laing Investments
  - Provides example for future rail property related opportunities



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## The Roads – what are the developments in the region?

- Active traffic management on M42 to be extended
  - Active traffic management scheme on the M42 to be completed
  - To be extended to M5 and M6
  - Generally successful, although motorists need to be educated
- National and Regional traffic control centres
  - National Control Centre established at Quinton
  - Regional Centre dealing with Birmingham/Coventry/Leicester to be co-located
- M6 widening north of Junction 11a to Junction 19
  - “Super M6”; approved subject to funding
  - Additional development opportunities.
- Link M54 – M6 Toll ( Midland Expressways Limited)
  - To be built MEL as an extension to M6 Toll agreement



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## Commitment yes – but what’s in pipeline?

- So far we’ve seen the committed schemes, what’s in the pipeline, the way forward for:-
  - Rail developments
  - Road improvements
  - Airport developments

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## Rail developments around the region – the way forward – part one!

- In the medium term
  - The Tamworth “turnback”; creating a travel opportunity across the region via the new Coleshill Parkway Station through Birmingham to Redditch and Worcester
  - Bromsgrove New Station; a new development south of the current station of the old goods yard.
- In the longer term
  - Worcester Parkway Station on the junction of Birmingham/Bristol and Worcester/London lines
  - Gloucester Parkway thus avoiding the current reversal at Gloucester for trains from the Midlands and the North to the West of England and Wales
  - High-speed rail bypass at Stafford with grade separation between the Trent Valley and Birmingham lines

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## Rail developments around the region – the way forward – part two!

- High Speed North/South Railway – Greengauge 21 proposals – *Greengauge 21 Manifesto* - London 2006
  - High Speed Passenger line connecting London to the Midlands, North and Scotland
  - Connected to the Channel Tunnel Rail Link (CTRL)
  - Built in stages
  - Capable of supporting high-speed rail services between the UK and the near-continent
- Central Railway plc
  - Dedicated freight railway using existing disused or mothballed infrastructure
  - Connecting CTRL to the Midlands, Yorkshire and the North West
  - Makes use of the Banbury – Rugby (former Great Central Railway) route for access to the West Midlands

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## High Speed North/South Railway – Greengauge 21 proposals

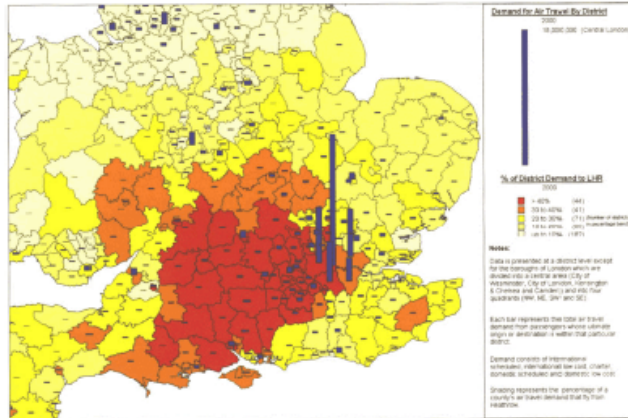
- A north-south high speed line is estimated to achieve the following journey times from Heathrow (assuming a fully built-out high speed line):
  - Birmingham 40 mins
  - Manchester 1h 25 mins
  - Leeds 1h 20 mins
  - Edinburgh/Glasgow 2h 45 mins
- These are journey times to city centres. It would also be possible to serve other locations and key development areas. Whether in the longer term a single route would suffice, or northwest will need further study: the evidence from Atkins et al is that two routes would be the better option.

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## The Potential Effect of High Speed Rail at Heathrow

**FIGURE 3.1 TOTAL AIR TRAVEL DEMAND BY DISTRICT AND PERCENTAGE OF THIS DEMAND AT HEATHROW**



Source: Figure 7A in: The Future Development of Air Transport in the UK: South East, Department of Transport, December 2003



## Road improvements around the region – the way forward – part one!

- The “Super” M6
  - M6 widening north of Junction 11a to Junction 19
  - Approved subject to funding
  - Public Private Partnership potential
- Potential property opportunities
  - Distribution hubs at each end and along the route
  - Connection with rail and airport hubs
- The impact of North-South traffic
  - The need for a super freight hub at the south end of the route
  - Providing a “staging-post” for freight traffic before it enters or after it has passed through the West Midlands Motorway network
  - The need for a Western Motorway By-pass to Wolverhampton to the M5



## Road improvements around the region – the way forward – part two!

- **Linking the M54 and M6 Toll**
  - To be constructed as part of the agreement with Midland Expressways Limited
  - Extension of the existing toll road system
  - Public Private Partnership funded
  - Consultation of three alternative routes proposed by DfT complete
  - CPO (Compulsory Purchase Powers) needed
  - To be started, subject to successful CPO, in 2010 completion by 2012
- **Highways Agency Plans**
  - Upgrade the A42 and A38 in East Midlands
  - Improve the current Junction 1 on the M6 – A14/M1 link
  - Improve M40 Junction 15 Longbridge, Warwick

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## Air travel – what of the future?

- **Birmingham Airport**
  - Anticipated growth 0% in next 12 months
  - McQuarie/Aer Rianta selling 48.25% stake to Ontario Teachers Pension Fund
  - Birmingham City Council has option to match consideration and acquire stake; unlikely to do so
  - Potential new owners committed to runway extension
- **Coventry Airport**
  - Application to build new terminal declined
  - Future appears to be with existing freight traffic
- **East Midlands Airport**
  - Anticipated growth 30%
  - Planning to accommodate increased passenger requirements

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## Summary

- Victorian legacy
  - Part of our history as well as our future
  - Need to make good the existing infrastructure
  - To emulate the efforts of our predecessors
- Making best use of our existing assets
  - Minimize land take and disruption
  - Regenerate communities
  - Improve quality of life
  - Maintain the attraction of the region for living, leisure and work

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## Challenges to RICS members

- Promote sustainable development
  - The public and private sectors working in harmony
  - Reduce the carbon footprint for the region as a whole
- Protect the regions economic future
  - Reduce traffic congestion
  - Improve quality of life
  - Increase accessibility within the region and access to it
- Innovate
  - Contribute to existing initiatives
  - Reduce cost of development and construction
  - Explore alternative forms of procurement
  - Increase value
- Our legacy
  - Leave the region to our children in a better condition than we found it

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## Thank you and questions

Thank you and questions please



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