



WEST MIDLANDS
COMBINED AUTHORITY

West Midlands Combined Authority Board

Date	17 February 2017
Report title	HS2 Connectivity Package
Cabinet Member Portfolio Lead	Councillor Roger Lawrence – Transport Councillor Bob Sleight – WMCA Chair
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Report has been considered by	STOG, HS2 Growth Delivery Board & WMCA Programme Board

Recommendation(s) for action or decision:

WMCA Board is recommended to:

1. Note the principles for reallocating HS2 Connectivity Package funding as set out in Section 5.
2. Note the criteria that has been used to assess the HS2 Connectivity Package in Section 6.
3. Agree the revised HS2 Connectivity Package as set out in Section 7.
4. Agree that Government is lobbied to ensure that dependant national programmes are delivered by Network Rail.

1.0 Purpose

1.1 This report sets out a revised HS2 Connectivity Package following a review of scheme viability. The report has previously been considered by STOG on 5 December 2016.

2.0 Background

2.1 Following the submission of the HS2 Growth Strategy to government in April 2015, an agreement was reached within the West Midlands Combined Authority (WMCA) Devolution Deal to fund the key proposals contained within the strategy.

2.2 Strategic partners across the region have worked together to identify a robust set of schemes aimed at delivering excellent local and sub-regional connectivity to HS2 stations. This has been achieved by following the methodology highlighted below.

2.3 The evidence based methodology was used to identify the HS2 Connectivity Package in order to maximise the benefits flowing from HS2 to the wider region by focusing on:

- improving access to the Station Masterplan sites for appropriately qualified labour markets;
- improving access to HS2 for key business sectors; and
- improving access to a wider range of opportunities for disadvantaged areas.

2.4 The HS2 Connectivity Package currently comprises of 20 major transport infrastructure schemes to seamlessly connect Curzon Street and Interchange stations to the wider area. These schemes are set out below.

Infrastructure Type	Scheme	Benefitting Station
Metro	East Birmingham / North Solihull	Curzon Street
	Brierley Hill Line 1 Metro Extension	
Heavy Rail	Bordesley Chords and local enhancement	
	Water Orton and local enhancements	
	Snow Hill line improvements	
	Aldridge Station and Electrification	
	Walsall to Rugely rail line speed improvements	
	Shrewsbury to Wolverhampton rail electrification	
Sprint	Longbridge to Birmingham	
	Sutton Coldfield (potential CityLink);	
	Walsall to Birmingham	
	Bartley Green	
	Extension to Halesowen	
	i54 (including extension to Penn and Merry Hill	
	A45 UK Central to Coventry	Interchange
	Solihull to Interchange	
	Interchange to Coleshill Parkway	
	Sutton Coldfield to Interchange	
	Warwick to Interchange	
	Hall Green to Solihull	

- 2.5 As part of the Devolution Deal discussions, an Implementation Plan for the HS2 Growth Strategy was submitted to government in May 2016, which included the HS2 Connectivity Package element. The Implementation Plan is fundamental to ensuring central government is confident that the final package is underpinned by a robust evidence base, will assist in optimising the economic potential of the region and is affordable and deliverable within the broader HS2 delivery timeframes.
- 2.6 The Implementation Plan set out key milestones for the development of the HS2 Connectivity Package schemes. These milestones were established based on the initial work that was done to develop the schemes for inclusion into the original HS2 Connectivity Package.
- 2.7 It was made clear within the Implementation Plan that assessments of scheme deliverability and associated milestones would be subject to change as further feasibility and development work was undertaken. It was necessary to caveat the HS2 Connectivity Package within the Implementation Plan in this way as the original work was based on initial scheme identification and desk top feasibility information generated during 2014. Alongside this, it is recognised that other changes have happened since the original work. This includes new opportunities to enhance connectivity, assumptions regarding schemes likely to be in place and delivery of schemes through other funding sources.
- 2.8 At the HS2 Growth Delivery Board meeting in August, it was agreed that work would be undertaken to review the HS2 Connectivity Package.
- 2.9 It was recognised that the outcome of further feasibility work will indicate that some schemes are not viable and therefore existing earmarked funding to be reallocated. It was agreed at the September 5 STOG meeting that a Working Group would develop the formulation of key principles for reallocation of funding and to work up the detail of an assessment and prioritisation process. This would allow for an evidence led consideration of potential changes to the HS2 Connectivity Package including additional schemes.
- 2.10 The Working Group consists of the following officers:
- Stuart Everton – Black Country Authorities
 - Phillip Edwards – Birmingham City Council
 - Paul Boulton – Coventry City Council
 - Perry Wardle – Solihull Metropolitan Borough Council
 - Sandeep Shingadia – Transport for West Midlands

3.0 Impact on the Delivery of the Strategic Transport Plan

- 3.1 The impact of the contents of this report on delivery of the 15 STP Policies and/or the development/operation of:
- The National & Regional Tier
 - The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
 - The Local Tier
 - Smart Mobility Tier

3.2 The policies that are supported include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections
- Policy 5 – To help make economic centres attractive places where people wish to be.
- Policy 6 – To improve connections to areas of deprivation.
- Policy 8 – To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

4.0 Wider WMCA Implications

- 4.1 The report deals with the HS2 Connectivity Package which is largely located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA through improved links on key corridors to HS2 Stations at Curzon and Interchange.

5.0 Principles for Re-allocation of Funding

- 5.1 The Working Group has established a number of principles which need to be considered for the re-allocation of funding:
- The WMCA Board would agree any re-allocation of funding in relation to the connectivity package and associated schemes.
 - The HS2 Connectivity Package objectives and key corridors remain an overarching priority. Any schemes being considered for funding through the connectivity package need to enhance access to HS2 Stations at Curzon or Interchange. This will ensure that the overall benefits of the HS2 Connectivity Package remain or are further enhanced.
 - Supporting existing schemes that have a funding gap for implementation. The HS2 Connectivity Package was developed on the assumption that a number of transport investments would be in place. Funding should be earmarked where existing schemes need support and demonstrate benefits for HS2 connectivity.
 - If a scheme is not viable, then alternatives should be considered within the corridor that can provide connectivity benefits e.g. if a Sprint corridor is not viable as a scheme then alternatives such as highway junction improvements could be considered. Through this an improvement can still be delivered in terms of journey time and journey time reliability.
 - In a scenario where a scheme in Local Authority A is not viable, it does not mean that an alternative has to be earmarked for that same Local Authority.
 - To work within the existing WMCA funded envelope for the HS2 Connectivity Package.

6.0 Assessment Process and Prioritisation

- 6.1 Alongside the headline principles set out above, work has been undertaken on assessing potential new schemes within the HS2 Connectivity Package. This has been done to ensure that there is an evidence base to support a revised HS2 Connectivity Package and that the overall benefits can be maximised.
- 6.2 The approach for assessing and prioritising the HS2 Connectivity builds on the original scheme prioritisation protocol which was developed for the original package. By utilising this approach, there is a degree of consistency.
- 6.3 The assessment of the existing HS2 Connectivity Package and additional schemes has utilised the following criteria:

Fit with strategic transport objectives and policies

- Access to International Gateways and HS2
- Freight and Business Efficiency
- Access to Growth
- Access to Labour and Skills
- Local Transport Plans
- HS2 Growth Strategy
- LEP & WMCA Strategic Economic Plan
- Local Plans and Core Strategies
- Other relevant adopted plans/strategies

Market Demand

- Evidence/analysis to demonstrate that there is user demand for the scheme
- Evidence/analysis of the market demand for the development or growth area that the scheme supports (in addition to the growth associated with the two station sites)

Economic Exclusion

- Measured by the benefits to areas with high Indices of Multiple Deprivation (IMD)

Wider Economic Impact

- Additional benefits to the economy from the scheme

- 6.4 The assessment against the identified criteria has been undertaken utilising existing scheme information e.g. strategic cases for the existing schemes as well as a number of additional schemes. The assessment has allowed a prioritisation exercise to be conducted which sets out the relative priority of the schemes based on the criteria set out above.

7.0 Revised HS2 Connectivity Package

- 7.1 In line with the principles and prioritisation process identified, it is proposed that the HS2 Connectivity Package is revised to reflect the following types of scheme:

- Base Schemes – existing/committed schemes within identified HS2 Connectivity corridors that need support to get them implemented
- Core Schemes – original HS2 Connectivity Package schemes
- New Schemes – additional schemes which provide a new opportunity to support HS2 Connectivity Package objectives
- Reserve Schemes – original HS2 Connectivity Package schemes which are currently not viable

7.2 The revised HS2 Connectivity Package is set out below:

Scheme			Strategy	Economy
Status	Mode	Name	Rank	Rank
Base	Metro	Centenary Square/Edgbaston extension	15	15
Base	Metro	Wolverhampton Interchange	15	2
Base	Rail	Coventry station Masterplan	8	9
Base	Sprint	Sprint – Hagley Road	8	7
Core	Rail	Bordesley Chords	8	1
Core	Rail	Camp Hill Line Local Enhancements		
Core	Rail	Water Orton		
Core	Rail	Water Orton Local Enhancements	1	3
Core	Rail	Snow Hill Lines	3	16
Core	Metro	Wednesbury to Brierley Hill Extension	8	17
Core	Metro	East Birmingham to Solihull	3	5
Core	Sprint	Longbridge to Birmingham	15	9
Core	Sprint	A34 Walsall to Birmingham	21	23
Core	Sprint	Hall Green to Interchange via Solihull	21	21
Core	Sprint	Hagley Road Extension	8	20
Core	Sprint	Sutton Coldfield to Birmingham via Langley	15	17
Core	All	Sutton Coldfield Interchange and City Link		
Core	Sprint	A45 Airport	2	13
New	Rail	Walsall to Wolverhampton Local Enhancements	3	22
New	Rail	Stourbridge to Round Oak Line Canal St Station	8	11
New	Rail	Coventry Very Light Rail	15	14
New	Rail	Tile Hill Park and Ride Expansion	15	8
New	Sprint	Hagley Road Phase 2	8	4
New	Sprint	Dudley to Birmingham	3	12
New	All	Interchange Hub	3	5
Reserve	Rail	Aldridge station and electrification	24	24
Reserve	Rail	Shrewsbury to Wolverhampton electrification	28	26
Reserve	Sprint	Bartley Green	21	28
Reserve	Sprint	i54	26	27
Reserve	Sprint	A45 UK Central to Coventry	27	19
Reserve	Sprint	Interchange to Coleshill Parkway	24	25
Reserve	Sprint	Sutton Coldfield to Interchange	28	30
Reserve	Sprint	Warwick to Interchange	28	29

- 7.3 A detailed schedule is attached as Appendix 1. This sets out total cost and funding sources. Further work will be undertaken to develop the funding profiles for the schemes.
- 7.4 The assessment and prioritisation matrix for the schemes is attached at Appendix 2.
- 7.5 Commentary on the 'Reserve' schemes that have been categorised as currently not viable is attached at Appendix 3. It is recognised that these schemes could be reconsidered under the HS2 Connectivity Package should the opportunity arise, however no development funding will be made available through the HS2 Connectivity Package funding.
- 7.6 Further work will be undertaken on updating the HS2 Implementation Plan once the revised HS2 Connectivity Package is agreed.
- 7.7 It is noted that WMCA Assurance Framework will need to be satisfied for schemes within the HS2 Connectivity Package to secure funding. Schemes will need to develop Strategic Outline Business Cases (SOC), Outline Business Case (OBC) and Full Business Case (FBC) as required. Alongside this regular programme monitoring will be undertaken and any further changes to the HS2 Connectivity Package schemes will be addressed through a change control process.

8.0 Financial implications

- 8.1 The initial HS2 Connectivity Package as included within the Devolution Deal totalled £0.938bn with a WMCA debt funding requirement of £0.570bn with the remainder being funded from a combination of DfT (Edgbaston Metro and A45 Airport Sprint), Network Rail and commercial arrangements in respect of the Sprint routes.
- 8.2 The revised HS2 Connectivity Package reflecting the latest assessment of viability is attached as Appendix 1 showing a total programme value of £1.257bn with a marginally reduced WMCA funding requirement of £0.553bn. The financial requirements of the initial and current programmes are summarised below:

	HS2 Connectivity Package	
	Devolution Deal £m	Revised Programme £m
Programme Cost	938	1,257
Funded By:		
WMCA Debt	570	553
Other Funding	368	704
Total Funding	938	1,257

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8.3 The 'Other Funding' listed above can include contributions from (and is not limited to) DfT, Network Rail, Enterprise Zones, Local Growth Fund, private sector and Local Authority contributions. Further work will need to be undertaken on the detail of these contributions as part of the development of individual schemes.

8.4 It should be noted that the favourable differential in WMCA debt financing as a result of the revised HS2 Connectivity Package will be used to support the associated dependent Metro work along the Bilston Road.

8.5 All schemes which feature within the revised HS2 Connectivity Package will be expected to adhere to the WMCA Assurance Framework prior to being awarded WMCA devolution deal financing. It is currently expected that the first schemes to progress through the framework will do so in 2017/18.

9.0 Legal implications

9.1 There are no immediate legal implications flowing from the contents of this report.

10.0 Equalities implications

9.1 No equality implications arising from this report. Individual schemes will need to be impact assessed for any equality implications.

Appendix 1 – Revised HS2 Connectivity Package

	Project	Total (£m)	HS2 Growth Strategy*	Other Funding**	Network Rail
Base Schemes	METRO - CSQ/EDGE Metro Extension	148.2	58.9	89.3	
	METRO - Wolverhampton Interchange	51.8	12.4	39.4	
	RAIL - Coventry Station Masterplan	89.0	15.0	74.0	
	SPRINT - Hagley Road	15.3	3.0	12.3	
Core Schemes	RAIL - Bordesley Chords	200.0	50.0		150.0
	RAIL - Camp Hill Line Local Enhancements	40.0	28.0	12.0	
	RAIL - Water Orton	50.0	15.0		35.0
	RAIL - Water Orton Local Enhancements	55.0	40.0	15.0	
	RAIL - Snow Hill Lines	20.5	7.0		13.5
	SPRINT - Longbridge to Birmingham	42.6	38.4	4.2	
	SPRINT - A34 Walsall to Birmingham	33.1	29.8	3.3	
	SPRINT - Hall Green to Interchange via Solihull	32.1	28.9	3.2	
	SPRINT - Hagley Road Extension	10.4	9.4	1.0	
	SPRINT - Sutton Coldfield to Birmingham via Langley	27.1	24.4	2.7	
	ALL - Sutton Coldfield Interchange and City Link	21.6	19.5	2.1	
	SPRINT - A45 Airport	50.0	15.0	35.0	
New Schemes	RAIL - Walsall to Wolverhampton Local Enhancements	18.0	12.6	5.4	
	RAIL - Stourbridge to Round Oak Line Canal St Station	20.0	14.0	6.0	
	RAIL - Coventry Very Light Rail	55.0	15.0	40.0	
	RAIL - Tile Hill P&R Expansion	8.0	7.2	0.8	
	SPRINT - Hagley Road Phase 2	50.0	45.0	5.0	
	SPRINT - Dudley to Birmingham	19.3	14.8	4.5	
	ALL - Interchange Hub	200.0	50.0	150.0	
TOTAL HS2 CONNECTIVITY PACKAGE		1,257.0	553.3	505.2	198.5
* Funded through the WMCA Investment Programme					
** Includes DfT, LGF, EZ, Private Sector and Local Authority contributions					
NOTE : HS2 CONNECTIVITY RELATED SCHEMES INCLUDED IN WIDER INVESTMENT PROGRAMME					
METRO - Wednesbury to Brierley Hill Extension		310.0		310.0	
METRO - East Birmingham to Solihull		735.0		735.0	

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Appendix 2 – Assessment Matrix

Scheme		Cost and funding (£m)			Strategy		Economy			Wider Impacts			Sum													
Status	Mode	Name	Total	HS2 Growth Strategy	Network Rail	Other funding	Corridor Alignment	Rank	Strategic policy	Rank	Local policy	Rank	Sum	BCR	Rank	PVB (£m)	Rank	Market demand	Rank	Exclusion	Rank	Wider Impacts	Rank	Sum		
Base	Metro	Canary Square/Edgaston extension	148.2	58.9			89.3	1 - 2	15	3	1	3	1	17	1.6	18	44.8	22	3	1	2	11	3	1	53	
	Metro	Wolverhampton Interchange	51.8	12.4			39.4	4.8 - 2	15	3	1	3	1	17	2.9	9	140.6	7	3	1	1	3	1	19		
	Rail	Coventry station Masterplan	89.0	15.0			74.0	12.17.18 - 3	8	3	1	3	1	10	2.5	10	52.5	18	3	1	2	11	3	1	41	
	Sprint	Sprint – Hagley Road	15.3	3.0			12.3	1.2.6 - 3	8	3	1	3	1	10	4.0	6	62.0	15	3	1	2	11	3	1	34	
	Core	Rail	Bordesley Chords	200.0	50.0	150.0																				
		Rail	Camp Hill Line Local Enhancements	40.0	28.0			12.0	1.2.6 - 3	8	3	1	3	1	10	4.7	3	1,000.0	1	3	1	3	1	3	1	7
		Rail	Water Orton	50.0	15.0	35.0																				
		Rail	Water Orton Local Enhancements	40.0	28.0			15.0	3.9.11.13, 15.16.18 - 7	1	3	1	3	1	3	2.0	13	206.0	5	3	1	3	1	3	1	21
	Core	Rail	Snow Hill Lines	20.5	7.0	13.5																				
	Core	Metro	Widnesbury to Brierley Hill Extension	310*				56.7.16 - 4	3	3	1	3	1	5	1.7	16	34.9	26	3	1	2	11	3	1	55	
Core	Metro	East Birmingham to Solihull	735*				56.11.16 - 4	3	3	1	3	1	10	2.4	31	310.0	4	2	15	3	1	2	13	57		
Core	Sprint	Longbridge to Birmingham	42.6	38.4			4.2	1.2 - 2	15	3	1	3	1	17	3.0	8	130.0	8	3	1	2	11	3	1	30	
	Sprint	A44 Walsall to Birmingham	33.1	29.8			3.1	3 - 1	23	3	1	3	1	25	1.9	15	61.3	16	2	15	3	1	2	13	41	
	Sprint	Hall Green to Interchange via Solihull	32.1	28.9			3.2	10 - 1	23	3	1	3	1	25	2.4	11	64.3	14	2	15	3	1	2	13	41	
	Sprint	Stourbridge to Birmingham via Langley	27.1	24.4			2.7	1.2.6 - 3	8	3	1	3	1	10	7.2	1	50.6	20	1	26	2	11	2	13	71	
	Sprint	Sutton Coldfield Interchange and City Link	21.6	19.5			2.1	3.11 - 2	15	3	1	3	1	17	2.0	13	52.0	19	3	1	2	11	2	13	57	
	Sprint	A45 Airport	50.0	15.0			35.0	1.2.6.11.16 - 5	2	3	1	3	1	4	1.5	19	76.5	12	2	15	3	1	2	13	48	
	Rail	Walsall to Wolverhampton Local Enhancements	18.0	12.6			5.4	3.4.8.14 - 4	3	3	1	3	1	5	1.4	21	21.7	29	2	15	3	1	2	13	79	
	New	Stourbridge to Round Oak Line Canal St Station	20.0	14.0			6.0	5.6.16 - 3	8	3	1	3	1	10	5.1	2	79.7	11	2	15	3	1	2	13	42	
	New	Rail	Coventry Very Light Rail	55.0	15.0			40.0	12.17 - 2	15	3	1	3	1	17	1.6	16	93.5	9	3	1	2	11	2	13	50
	New	Rail	T16 Hill Park and Ride Expansion	8.0	7.2			0.8	12.17 - 2	15	3	1	3	1	17	4.7	3	36.1	24	3	1	2	11	3	1	40
New	Sprint	Hagley Road Phase 2	50.0	45.0			5.0	1.2.6 - 3	8	3	1	3	1	10	4.0	6	202.0	6	3	1	2	11	3	1	25	41
	Sprint	Dudley to Birmingham	19.3	14.8			4.5	1.2.5.6 - 4	3	3	1	3	1	5	4.2	5	81.0	10	2	15	3	1	2	13	44	
	Sprint	Interchange Hub	200.0	50.0			150.0	11.12.17.18 - 4	3	3	1	3	1	5	3	1	460.0	2	2	15	3	1	2	13	44	
	All	Interchange Hub	200.0	50.0			150.0	11.12.17.18 - 4	3	3	1	3	1	5	3	1	460.0	2	2	15	3	1	2	13	44	
Total for revised package			1,257.0	553.3	196.5		505.2																			
Not viable	Rail	Aldridge station and electrification	38.7				15 - 1	23	3	1	2	24	48	7.2	22	46.4	21	1	26	2	11	2	13	93		
Not viable	Rail	Shrewsbury to Wolverhampton electrification	100.0				8 - 1	23	3	1	2	24	73	0.6	30	60.0	17	1	26	2	11	2	13	97		
Not viable	Sprint	Brierley Green	41.6				2 - 1	23	3	1	3	1	10	1.5	20	36.0	25	2	15	3	1	28	1	25	103	
Not viable	Sprint	Bentley	18.0				2.8 - 2	15	3	1	3	1	63	1.0	24	76.0	30	2	15	3	1	28	1	25	103	
Not viable	Sprint	A45 UK Central to Coventry	47.6				12.17 - 2	13	3	1	3	1	24	0.9	28	94.8	13	3	15	3	1	11	2	13	60	
Not viable	Sprint	Interchange Coastal Parkway	12.6				18 - 1	23	3	1	3	1	48	0.3	28	26.0	27	2	15	3	1	28	0	30	139	
Not viable	Sprint	Stourbridge to Interchange	27.9				11 - 1	23	2	26	2	24	73	0.9	28	26.0	27	2	15	3	1	28	0	30	139	
Not viable	Sprint	Warwick to Interchange	46.6				12 - 1	23	2	26	2	24	73	1.0	24	43.6	23	1	26	2	11	2	13	138		
NOTES																										
*The cost of these schemes is not included in the totals of the HS2 Connectivity Package, but are included in the WMCA wider investment Programme																										
Strategy and economy scores are seven-point, 3, 2, and 1 are large, moderate, and slight beneficial respectively, negative numbers are the same grades of adverse impact - zero scores are neutral																										
Italicised figures are estimates																										
Corridor numbers are explained in the key below																										
Curzon Street																										
1	South Birmingham – Longbridge, Northfield, Kings Norton, Edgbaston																									
2	Bartley Green, Harborne, Edgbaston																									
3	Sutton Coldfield, Walmley																									
4	West Wolverhampton, Wolverhampton																									
5	Brierley Hill, Dudley																									
6	Forecreek, Kidderminster, Stourbridge																									
7	Stourbridge, Birmingham																									
8	Shrewsbury, Telford, Wolverhampton																									
9	East Midlands centres – Derby, Nottingham and Leicester																									

Appendix 3 – Reserve Schemes Not Currently Included in HS2 Connectivity Package

RAIL – Aldridge Station and Electrification

Within the original strategy there were assumptions made in order to provide a new station at Aldridge that will deliver direct access to the rail network via Walsall and Birmingham New St. Electrification would be required along three miles of double track as part of the scheme alongside the construction of a new station with bay platform at Aldridge. The anticipated costs for electrification works are likely to have increased to at least £15m based upon similar works being undertaken along the Walsall to Rugeley line, which cost more than double the originally forecast amount.

RAIL – Walsall to Rugeley Rail Line Speed Improvements (In Delivery)

Electrification works expected to be completed by December 2017, with line speed improvements estimated to be operational by May 2018. These works are currently being implemented by Network Rail.

RAIL – Shrewsbury to Wolverhampton Rail Electrification

This scheme was originally envisaged as a follow-on from the proposed electrification of key rail routes through the West Midlands (notably: Derby – Birmingham New St – Bristol; Birmingham Moor St to London Marylebone; Nuneaton – Coventry – Leamington – Oxford – Reading – Southampton; and the Snow Hill Lines between Stratford/Leamington – Birmingham Moor St – Stourbridge – Worcester). However, proposals for these priority electrification schemes have now been indefinitely deferred following the problems with the national Great Western and Midland Main Line electrification schemes.

The £60m estimated cost of the electrification and line speed improvements from Wolverhampton to Shrewsbury is also no longer valid based on more recent outturn costs from other schemes. Line speed improvement costs were anticipated by Network Rail to be circa £28m in 2013 and these remain relatively robust. However, the cost of electrification of the circa 30 miles of double track plus Shrewsbury Station area is now expected to be up to £150m.

Furthermore, many of stated objectives of the scheme are now set to be achieved without the expense of electrification. Virgin Trains now runs direct London to Shrewsbury services using diesel-powered trains, whilst the frequency of local services between Shrewsbury, Telford and Wolverhampton and Birmingham is set to double under the new West Midlands franchise.

Little or no further development work has been undertaken to scope this intervention. Opportunities for future line speed improvements and electrification will continue to be kept under review, however, the case for electrification will now need to be based on the increased cost estimates and considered in the context of other regionally significant electrification priorities.

SPRINT – Bartley Green

It is apparent that the case for serving Bartley Green via the Bristol Road is stronger than the alternative route via the Hagley Road, and the strategic case for serving the QE Hospital also makes this route a more attractive option. However, the BCR is marginal for this scheme and there are some key risks that could reduce the journey time savings if they transpire.

SPRINT – I54

The i54 to Wolverhampton Sprint route is felt to not currently be feasible due to significant congestion and constraints along the A449 corridor. A 20% improvement on conventional bus journey times will not be achieved without significant bus priority infrastructure being implemented

(such as highway widening), which is currently unachievable due to budgetary and highway boundary constraints.

TfWM and Wolverhampton City Council will continue to liaise about the corridor, and the possibility of funding bus priority measures. Although it is recommended that no further work be undertaken on developing Sprint services on the corridor at this time, such proposals should be incorporated within the corridor improvement scheme to support the introduction of Sprint at a later date.

SPRINT – A45 UK Central to Coventry

Whilst Tile Hill, Eastern Green and Warwick University all generate a reasonable level of patronage for service, there are not enough other areas on the route with a consistent level of demand to sustain Sprint. Based upon the high level appraisal undertaken, which includes optimistic growth projections for trips into and out of UK Central, a Sprint service operating between Coventry and HS2 Interchange would represent low value for money.

The journey time savings achieved on the route are only 15%, which is less than the minimum Sprint standard. Furthermore, this journey time saving would be difficult to achieve without good support from Coventry City Council.

SPRINT – Interchange to Coleshill Parkway & Sutton Coldfield to Interchange

The Sutton Coldfield to Interchange (including Coleshill to Interchange) corridor will create a key link to the predicted growth at HS2 Interchange. Whilst there is expected to be an increase in demand by 2031, the BCR for a Sprint scheme on this route remains weak. The semi-rural nature of the route means the low level of patronage does not cover the investment required to meet the Sprint Standards. However, the demand for an improved public transport link between these strategic centres is evident and Warwickshire are supportive of a scheme that provides a link from Coleshill Parkway to HS2 Interchange, although it is unlikely to warrant a Sprint route until further growth materialises after 2030.

SPRINT – Warwick to Interchange

An initial review of the corridor shows this route to have its population concentrated in a small number of centres, with large rural sections between. Congestion is focussed on a few specific locations, mainly in the urban areas, with the sections between being generally free-flowing. The Warwick to Interchange Sprint route is not currently considered deliverable due to the pattern of population along the corridor which gives rise to low levels of demand. The route may be able to support a different, high-quality bus service.