

APPENDIX 1 Draft West Midlands Rail Vision: Network Development Strategy
Consultation
Schedule of Officer Comments

Page/Paragraph Number	Summary	Head of Planning, Health and Environment's Comments
Section 1 - Network Wide Schemes. 1) Timetable Improvements.	<p>Will aim to provide enhancements to services on all routes at times when services are currently inadequate. Particular attention will be paid to:</p> <ul style="list-style-type: none">• Evenings – many routes have poor service frequencies or irregular patterns. A demand exists for later evening services from Birmingham, particularly at the weekends. Network Rail will need to change its network maintenance strategies for this to be achieved.• Sundays – the Sunday leisure and shopping market has grown considerably in recent years. There is now a need for local services to act as feeders for longer-distance trains, for which Sunday is often the busiest day.• Birmingham Airport – Major growth is planned and public transport access will become very important for travellers and staff. It is thought 24/7 services to the airport via International station, as well as improved through journey opportunities would be very beneficial.	<p>Strong support for these proposed timetable improvements.</p> <p>Would support improvements to access Birmingham Airport for users of the Kidderminster – Stourbridge – Snow Hill Line, which currently necessitates using either three trains or two trains and a 10 minute walk between Birmingham stations.</p>
Section 1 - Network Wide Schemes. 2) Train Lengthening.	<p>Providing additional rail capacity through the provision of longer trains. This will require more rolling stock, both diesel and electric, extended station platforms or selective door opening at stations where this is unachievable or unjustifiable, and the provision of additional stabling and depot facilities to handle this additional rolling stock.</p>	<p>Strong support for this scheme.</p>
Section 1 - Network Wide Schemes. 3) Park and Ride Expansion.	<p>Worcester – a city of 100,000 only has 75 parking spaces so there is seen to be considerable suppressed demand for rail travel from the Worcester area, an area that has seen substantial growth in recent years. The provision of a Worcester North Parkway station near Fernhill Heath would allow good access to the M5 and provide frequent links to Birmingham. Another new station at Worcester (Norton) Parkway would provide the city with wider connections to the wider inter-urban network.</p>	<p>This reference to a North parkway station in Worcester should be noted.</p>
Section 1 - Network Wide Schemes. 4) Station Improvements	<p>This focuses on the Birmingham Gateway project to upgrade Birmingham New Street. This will increase the passenger handling capacity of the station, the quality of facilities available and its connectivity with</p>	<p>It is requested that the reinstatement of some direct train services between Kidderminster and</p>

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	<p>the city centre. Other stations requiring investment include:</p> <ul style="list-style-type: none"> • Birmingham Snow Hill – upgrade station facilities and reinstate platform 4 when the Metro is diverted into the City Centre. 	<p>Birmingham New Street be fully considered as part of the upgrade.</p> <p>Support for the upgrading of Birmingham Snow Hill</p>
<p>Section 2 – Route specific schemes. 1) Moor Street platforms/Bordesley Chords</p>	<p>This scheme would see the construction of two link lines (the Bordesley Cords) from the Kings Norton to Landor St jn (Camp Hill) rail line into 4 new terminal platforms at Birmingham Moor Street. This new route would be segregated from the existing route from Tyesley which would be re-aligned. This scheme would also need to see the passenger links between New Street and More Street improved significantly to allow for an easy interchange between the two stations.</p> <p>The scheme would allow certain services to be routed into Moor Street, freeing up capacity to allow new service development of performance improvements at New Street. It would have significant local and national benefits as the additional central Birmingham rail capacity could be used to develop further local and long-distance services. Services that could be routed into Moor Street include Cardiff – Birmingham – Nottingham and Birmingham – Leicester - Stansted</p>	<p>Support for improved links between New Street and Moor Street to allow easy interchange between the two stations.</p> <p>The re-routing of certain longer distance services into Moor Street would improve access to parts of the wider rail network for users of the Kidderminster – Stourbridge – Snow Hill Line.</p>
<p>Section 2 – Route specific schemes. 5) Cross City South Upgrade</p>	<p>The busiest local rail route in the West Midlands operates at a 10 minute frequency to Longbridge. However, services to Redditch are restricted to a 30 minute frequency due to the single track and cannot be extended beyond 6 cars. However, at peak times Redditch trains can carry over 600 passengers. The whole route has an urgent need for more car parking capacity; the provision of a major car park at Longbridge with its excellent road links and 10 minute frequency service could capture significant traffic from the road network. Elements of this scheme would include:</p> <ul style="list-style-type: none"> • Additional infrastructure at Redditch to provide a 20 minute frequency service. • Provide Bromsgrove with a through electric service to Birmingham through the provision of a new station at Barnt Green and electrification. A 300+ space park and ride would also be provided at Bromsgrove. • Provide major park and ride site at Longbridge (as above) • Provide major station upgrade at Kings Norton (in conjunction with Camp Hill scheme). 	<p>Improvements proposed for Bromsgrove station should be noted.</p> <p>However, there is no mention of the need to improve infrastructure or service frequency at Kidderminster station – in relation to the recent rapid increase in passenger numbers using this facility. It is considered that improvements to Kidderminster Station should be viewed as a priority along with Longbridge.</p>

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Section 2 – Route specific schemes. 7) Stourbridge – Walsall – Lichfield	This scheme involves the re-opening of a disused rail link for freight purposes. This would enable a number of freight flows to be diverted away from the congested central Birmingham corridors, which would create a number of benefits; <ul style="list-style-type: none">• Greater reliability for both passenger and freight services• Shorter journey times and more efficient operation of freight services• Frees up capacity for passenger services and develops greater capacity for freight services• Creates opportunities to develop freight terminals along the route• Would be compatible with the current Wednesbury – Brierley Hill metro proposal• May create opportunities for tram/train or other rail-based options for passenger services along that route.	Strong support for this scheme. It will be particularly important to ensure that the long-term options for creating through passenger services on this route are safeguarded as part of any freight service proposals.