

Transport Delivery Overview and Scrutiny Committee

Date	18 March 2024
Report title	Network North funding and Midlands Rail Hub
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive/TfWM Director (*)	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm@org.uk
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Report has been considered by (*)	Transport Delivery Oversight and Scrutiny Committee Agenda Setting Meeting

Recommendation(s) for action or decision:

The Transport Delivery Oversight and Scrutiny Committee is recommended to:

- (1) Note the content of this report which has been produced at the request of the Committee
- (2) Consider whether to make any further recommendations to WMCA Board

1. Purpose

To update the committee on the funding allocated to Network North for Midlands Rail Hub.

2. Background

The Committee received a report on 11 December 2023 on the impacts of the cancellation of HS2 to the north of the region. This included as an Appendix the WMCA Board Paper from 17 November which included more detail on Network North, funding implications for the West Midlands.

A further update on Network North infrastructure funding was provide to this committee on 26 February 2024 as part of the Deeper Devolution Deal – Transport Implementation Plan report.

3. Midlands Rail Hub (West and Central) Full Business Case Funding Confirmed

The Network North announcement on 4 October 2023 confirmed the government's commitment to provide £1.75bn to deliver Midlands Rail Hub (MRH) "in full".

The government subsequently also confirmed that West Midlands Rail Executive would become a DfT "Client Partner" in the governance of the MRH alongside the existing client partner, Midlands Connect.

On 29 February 2024 the Secretary of State for Transport announced that £123m will be provided for further MRH design work.

Specifically this funding will enable Network Rail to develop the Full Business Case (FBC) for the "West" and Central" elements of Midlands Rail Hub.



This **Full Business Case funding will enable detailed design work on:**

- additional platforms at Birmingham's Moor St and Snow Hill stations
- both "Bordesley Chords" to connect the Moor St lines with the Camp Hill line towards the South West and towards the East Midlands via Castle Bromwich
- a new terminating platform for Camp Hill services at Kings Norton
- network capacity upgrades between Kings Norton and Worcester

which would enable:

- Camp Hill line trains to use Moor St rather have a quicker journey into Birmingham
- restoration of 6 trains per hour on the Cross City line
- an additional hourly service from Birmingham (Moor St) to:
 - Bromsgrove, Droitwich Spa and Worcester
 - Cheltenham Spa and Bristol
 - Cheltenham Spa, Gloucester, Newport and Cardiff
- future services towards the East Midlands (subject to the completion of MRH East)

This **Full Business Case does not include design work on:**

- MRH “West” network capacity upgrades between Worcester and Hereford which are dependent on as yet unfunded upgrades to signalling in the Worcester area
- MRH “East” network capacity upgrades between
 - Castle Bromwich and Leicester
 - Castle Bromwich and Derby/Nottinghamas the Outline Business Case for MRH East is being now reviewed to take account of the impact of the cancellation of HS2 East

Aside from the above review of MRH East, there is no change to or extension to the scope of Midlands Rail Hub project.

Other “Midlands Engine Rail” projects continue to be progressed separately by the sub-national transport body, Midlands Connect, but have not been allocated and Network North funding.

4. Other Network North funding updates since December 2023

A further update from TfWM was provide to this committee on 26 February 2024 as part of the Deeper Devolution Deal – Transport Implementation Plan report.

Outside of the TfWM area it was announced on 26th February that individual shire and unitary Local Transport Authorities in the wider East and West Midlands region would also now receive an additional £2.2bn from the Local Transport Fund between 2025/26 and 2031/32. Further details are available from the [www.gov.uk](https://www.gov.uk/government/publications/local-transport-fund-allocations/local-transport-fund-allocations-2025-to-2032) website: <https://www.gov.uk/government/publications/local-transport-fund-allocations/local-transport-fund-allocations-2025-to-2032>

5. Financial Implications

This report notes the award of £123m on 29 February 2024 by the Secretary of State for Transport for further MRH design work and notes that it will be paid directly to Network Rail from Central Government. This funding will not be paid to WMCA/WMRE.

6. Legal Implications

There are no direct legal implications from the Midlands Rail Hub announcement

7. Impact on Delivery of Strategic Transport Plan

The delivery of Midlands Rail Hub will support improved connectivity to key destinations

in the East Midlands and southwest whilst also unlocking opportunities to improve local rail services within the metropolitan area. This includes the Sutton Park line proposals and a number of new stations and supports the LTP's vision for travel of a 45-minute region.

8. Equalities Implications

There are no direct equalities implications from the Midlands Rail Hub announcement

9. Inclusive Growth Implications

WMCA defines Inclusive Growth as “a more deliberate and socially purposeful model of growth, measured not only by how fast or aggressive it is; but also, by how well it is created and shared across the whole population and place, and by the social and environmental outcomes it realises for our people.” The Inclusive Growth Framework is designed to ensure that this vision is applied to WMCA policies, programmes and investments as a mechanism to deliver a fairer, greener and healthier region. It has eight ‘fundamentals’ to ensure we achieve this goal in a way which enables people, places and our environment to thrive.

Public transport is a key component of the Connected Communities Fundamental. Ensuring that residents are well connected to amenities, employment and leisure activities is vital. As part of the commissioning of an assessment of economic impacts for the region associated with the changes outlined in the report, the Inclusive Growth Framework will be applied to ensure that opportunities for an inclusive growth approach are taken forward.

10. Geographical Area of Report's Implications

If completed, Midlands Rail Hub will improve rail connectivity from the WMCA area to the South West, South Wales, Herefordshire, Worcestershire and the East Midlands.

11. Other Implications

None

12. Schedule of Background Papers

TDOSC Report 11 December 2023: Cancellation of HS2 Phase 2 and HS2 East
<https://wmcaintranet.moderngov.co.uk/documents/s13399/HS2%20Cancellation%20of%20Phases%20a%20b%20and%20HS2%20East.pdf>

Appendix to above 11 December TDOSC Report: WMCA Board Paper 17
November 2023: HS2 Announcements and Network North Funding
<https://wmcaintranet.moderngov.co.uk/documents/s13357/WMCA%20Board%20Paper%20Update%20on%20HS2%20Announcements%20and%20Network%20North%20Funding.pdf>

TDOSC Report 26 February 2024: Deeper Devolution Deal - Transport
Implementation Plan <https://wmcaintranet.moderngov.co.uk/documents/s15089/Report.pdf>