

Transport Delivery Committee

Date	13 March 2023
Report title	New Stations Study
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Report has been considered by	Councillor Tim Huxtable - Rail & Metro Member Engagement Group Chair

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

(1) Note the content of the report.

1. Purpose

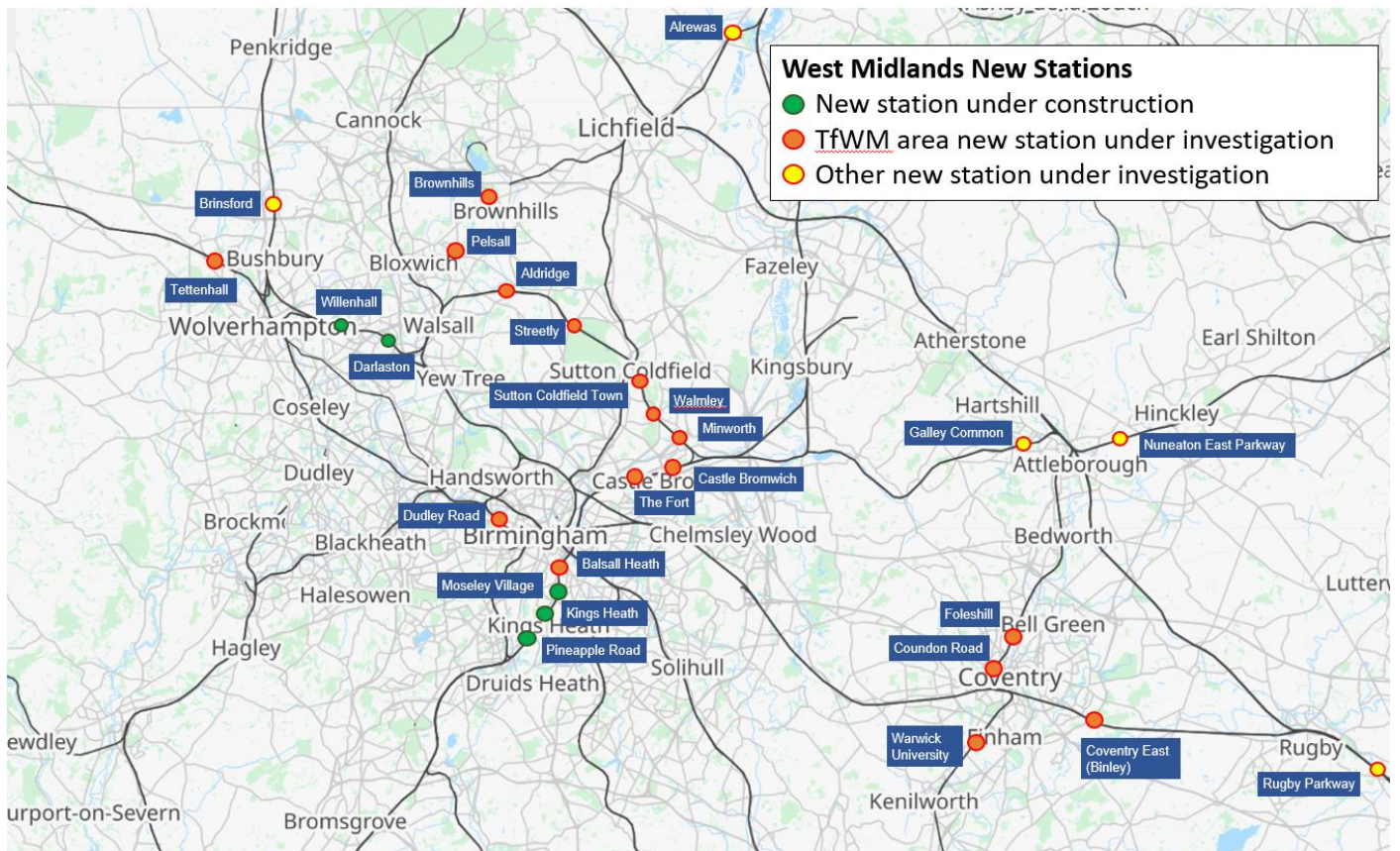
1.1 To report on the outcomes of the TfWM New Stations study and advise on the next steps.

2. Background

2.1 TfWM/WMRE commissioned Mott MacDonald to undertake a study to assess the potential case for developing new stations at 15 locations within the TfWM area. The purpose of this study was to determine which stations were likely to have the strongest case for further development work, allowing us to target future development funding to best effect.

3. Assessment Process

3.1 The new stations that formed the study are shown on the map below (orange spots), but excluding Aldridge which is actively being progressed separately.



3.2 The stations were assessed against a number of different criteria including:

- Strategic fit around Governmental priorities (as well as regional policy fit);
- Demand and revenue – both gross and net impacts;
- Business case aspects concerning deliverability and likely outcomes and impacts;
- Dependencies, i.e. the extent to which proposals are reliant on, complementary to, and/or in conflict with, other proposals;
- Industry and stakeholder support, i.e. the extent to which the new station is supported across the region and by the rail industry; and
- Indicative investment cost range.

3.3 The assessment used a multi-criteria analysis tool to balance the various criteria and come to a view as to which stations had the strongest case for being taken forward for further work. The multi-criteria assessment specifically considered the following themes:



4. Findings

- 4.1 The assessment considered which stations had a strong, medium or weak case for undertaking further work, and concluded as shown below:

Strong Case for Further Work	
Coventry East (Binley/Willenhall)	High complexity project with major deliverability challenges, but potentially provides strong benefits when post-HS2 released capacity supports train service.
Balsall Heath	Potentially delivers strong local benefits, but requires delivery of Midlands Rail Hub to support train service into Moor Street
Foleshill	Potentially delivers local benefits, but train service is limited to hourly until network capacity enhanced at Coventry
Castle Bromwich	Plugs a significant gap in local rail service provision in East Birmingham, but services will be limited until MRH delivers additional capacity
Medium Case for Further Work	
Tettenhall	Reasonable potential to provide station and services, but strategic case for a rail-based solution needs demonstrating
Streetly	Station has major environmental challenges and weak standalone case. Dependent on a wider Sutton Park Line scheme following Midlands Rail Hub

Sutton Coldfield Town	Station has some deliverability issues, but is dependent on demonstrating wider case for Sutton Park line services post Midlands Rail Hub
Walmley	Station has relatively weak individual case, but needs to be considered as part of any wider business case for Sutton Park line post Midlands Rail Hub
Minworth	Station has reasonably strong strategic fit linked to Langley Sustainable Urban Extension, but catchment has potential overlap with Castle Bromwich and is dependent on wider Sutton Park Line Scheme
Fort Parkway	Needs further work to demonstrate that rail is the best mode to address transport issues in area, and delivery challenges exist for both station and services
Warwick University/Coventry South	Case for station needs to be linked to emerging development plans. Difficult to deliver credible service without track doubling.
Weak Case for Further Work	
Coundon Road	Strategic case for station is weak due to proximity to city centre and overlap with catchments of both Foleshill and Coventry stations.
Brownhills and Pelsall	Major delivery issues exist with need to reinstate rail line between Walsall and Lichfield. Potential benefits are highly unlikely to justify the significant costs. Other transport solutions should be considered before heavy rail.
Dudley Road	While station has potentially strong strategic fit, there are major delivery issues for both station and services. Other transport solutions need to be considered first.

- 4.2 As can be seen, every station has its own issues in terms of deliverability and business case, and there are linkages between various stations. This means that any further work on Sutton Park line stations in particular will need to consider the overall strategy for the line.
- 4.3 Many of the projects are dependent on other interventions happening on the rail network in order to provide the capability to operate a credible rail service. In particular delivering Midlands Rail Hub West and Central (both Bordesley Chords) is required if there is to be any potential for trains serving Balsall Heath and the Sutton Park line stations.
- 4.4 For Coventry East, HS2 will need to be delivered to provide the capacity to serve it with a rail service, and this assumption is already factored into the industry plans for post-HS2 timetables.
- 4.5 While Midlands Rail Hub and HS2 are unlikely to be delivered until the end of the decade, work needs to take place now on Balsall Heath and Coventry East if we wish to deliver these new stations at the same time.
- 4.6 Castle Bromwich is also likely to be easier to deliver once Midlands Rail Hub Central and East elements have been constructed.
- 4.7 While Foleshill isn't dependent on HS2 or Midlands Rail Hub, it will ideally require a half-hourly service which is likely to be dependent infrastructure changes at Coventry such as the new bay platform.

5. Next Steps

- 5.1 Based on this assessment it is intended to undertake further work on the following stations:
- Coventry East
 - Balsall Heath
 - Foleshill
 - Castle Bromwich
 - Tettenhall
- 5.2 While Tettenhall falls within the Medium case for further work category it is potentially more deliverable than the other Medium Case schemes, and so it is included for further development.
- 5.3 Capital funding is available within the City Region Sustainable Transport Settlement (CRSTS) to support the development of a number of rail projects between now and 2027. To release this funding, it is necessary to develop and submit a Strategic Outline Case (SOC) or Programme Business Case (PBC) into the Combined Authority's Single Assurance Framework (SAF) process.
- 5.4 While the New Stations Study will provide much of the information needed to develop the SOC/PBC for the strongest performing stations, it will be necessary to commission further work to undertake a multi-modal transport assessment for each of the potential stations in order to demonstrate that a rail station is an appropriate solution to the transport issues of the area. This work is needed to satisfy the requirements of the SAF process and support the business case requirements.
- 5.5 Midlands Connect, WMRE and Network Rail are currently considering the overall strategy for the Coventry area, and undertaking more work on Coventry East would support this activity. It is likely that work on Coventry East will therefore be prioritised for work at this stage, as this will link into these other workstreams and help support the broader case for enhancing the rail network in the Coventry area.
- 5.6 TfWM/WMRE has also been approached by Wolverhampton, Staffordshire County Council and South Staffordshire District Council to take a larger role in taking forwards plans for a station at Brinsford which would be located on the Wolverhampton to Stafford line close to the M54 where significant housing growth is planned. An SOBC has already been developed for Brinsford and this is also a project that could be considered for CRSTS funding alongside those identified in the New Stations Study. As there is some overlap between the potential catchment areas for both Brinsford and Tettenhall, it makes sense for them both to be considered together.
- 5.7 A Press Release advising on the stations that we intend to undertake further work on was published on 28 February, and this is attached in Appendix A.

6. Financial Implications

- 6.1 Budget is available within the existing TfWM Rail/WMRE External Advice to fund the additional multi-modal assessment work.

6.2 The process for releasing the CRSTS Rail Development funding is to be confirmed, with, at present, an allocation of £1M available through to 2027 to support the on-going development of new stations. The availability of this funding is subject to wider reviews of the CRSTS programme.

7. Legal Implications

7.1 There are no legal implications arising from the contents of this report.

8. Equalities Implications

8.1 There is no direct equality impact in relation to this report. Any new stations will be designed to comply with the appropriate standards and legislation.

9. Geographical Scope

9.1 This report covers the whole TfWM area, as per the map in Paragraph 3.1.

10. Inclusive Growth Implications

10.1 New rail stations have the potential to support inclusive growth objectives, and these will be considered through the development and business case process.

Plans for five new railway stations across the West Midlands

Tuesday 28 February, 2023

Transport for West Midlands (TfWM) and the West Midlands Rail Executive (WMRE) are to explore the feasibility and business cases for five new railway stations across the region.

The five proposed stations: Balsall Heath, Coventry East (Binley), Foleshill, Castle Bromwich and Tettenhall have been selected from a long list of 15 following an initial feasibility study. They were identified as those with the strongest case for development first.

It follows the award of funding from the West Midlands City Region Sustainable Transport Settlement (CRSTS) to investigate and plan the next phase of station development.

Once complete these business cases could be used to secure further Government funding to design and build the new stations.

Delivery of some of the new stations is also linked to the completion of HS2 which will free up capacity for more local services on existing rail lines, as well as completion of the Midland Rail Hub project to increase rail network capacity into central Birmingham.

Three of the new stations need to be planned now so they can be built and ready to open alongside Midlands Rail Hub and HS2.

TfWM, which is part of the West Midlands Combined Authority (WMCA), and the WMRE are already overseeing the growth of the rail network in the region with construction work currently under way on five new stations – three on the Camp Hill line in south Birmingham at Moseley Village, Kings Heath and Pineapple Road, and two on the Walsall to Wolverhampton line serving Darlaston and Willenhall. Funding has also been allocated, subject to business case, to build a new station at Aldridge.

Andy Street, Mayor of the West Midlands and WMRE Chair, said: “New stations are taking shape across Birmingham and the Black Country - with diggers in the ground after our success in securing funding.

“Alongside these projects now underway, we’re turning our attention to the next set of stations and these five are a good place to start.

“Investing in rail stations is Levelling Up in action - helping to regenerate local areas, offer a convenient alternative to the car and driving job creation.”

The initial assessment of the five stations covered:

- Balsall Heath on the Camp Hill line in Birmingham. This would require construction of the Bordesley Chords and extra capacity at Moor Street Station as currently proposed by the Midlands Rail Hub project
- Coventry East (Binley) – on the main line between Coventry and Rugby which will benefit from greater capacity for local services following completion of HS2

- Foleshill – on the Coventry-Nuneaton line
- Castle Bromwich – east of Birmingham which would also benefit from the greater capacity into central Birmingham provided by Midlands Rail Hub
- Tettenhall – west of Wolverhampton on the line to Shrewsbury

Cllr Ian Ward, WMCA portfolio holder for transport and leader of Birmingham City Council, added: “Our rail station developments proposals are about both growing our local economy, better connecting people to job and leisure opportunities and assisting our move towards a net zero carbon region.

“And these stations are the ones that most match these aims and, although it may take time to deliver, we are starting the planning now so when the funding becomes available we are ready to go with a sound plan of action.

“But while these will take time, we are carrying on with delivering £1.3 billion investment in our road, rail, bus, tram, cycling and walking infrastructure over the next few years – including building and opening new stations on the Camp Hill line and Walsall to Wolverhampton line.”

Of those stations long listed those on the Sutton Park line were put on hold as they require further assessment as well as the development of the Midlands Rail Hub, especially the Bordesley Chords to allow extra rail services into Moor Street Station in Birmingham city centre.

TfWM and the WMRE continue, with partners including Midlands Connect, to lobby Government for the Midlands Rail Hub to be funded and delivered in full.

The City of Wolverhampton, South Staffordshire District and Staffordshire County councils have also looked at the case for a new station at Brinsford, to serve new developments near the M54. As this is close to the proposed Tettenhall Station business cases for the two stations will be considered together.