



# **MOVEMENT FOR GROWTH:**

## 2026 Delivery Plan for Transport

### Annex 1 - Corridors



**TfWM** Part of the  
**WEST MIDLANDS**  
COMBINED AUTHORITY

## Introduction

The West Midlands Combined Authority (WMCA) has set out an ambitious plan for growth in its Strategic Economic Plan and has established a 20 year vision for the transport system needed to support this.

The Movement for Growth strategic transport plan (MfG) articulates this vision and provides a high level policy framework and overall long term approach for improving the transport system serving the West Midlands.

Our first delivery phase of the long term Movement for Growth strategic transport plan is based on two overarching principles:

- a) Ensuring all parts of the West Midlands are “plugged-in” to the two High Speed Rail Stations, and the significant growth and development that is already happening at their locations.
- b) Steering transport investment into priority corridors for new jobs and homes, providing a joined up land use/transport planning approach to support the aims of the Strategic Economic Plan.

Priority corridors for new jobs and homes were identified from West Midlands Combined Authority work on infrastructure needs. Strategic locations for new economic development and housing development were identified by the WMCA and relate closely to local authority priority areas. This process highlighted 16 priority corridors for investment (shown in the map and table below).

The 190 schemes contained in the 2026 Delivery Plan for Transport have been attributed to one or more delivery corridors to enable schemes to be promoted by different organisations which may have previously been planned in siloes.

This document sets out the supporting rational for the schemes and provides maps showing all schemes and measures within these corridors.

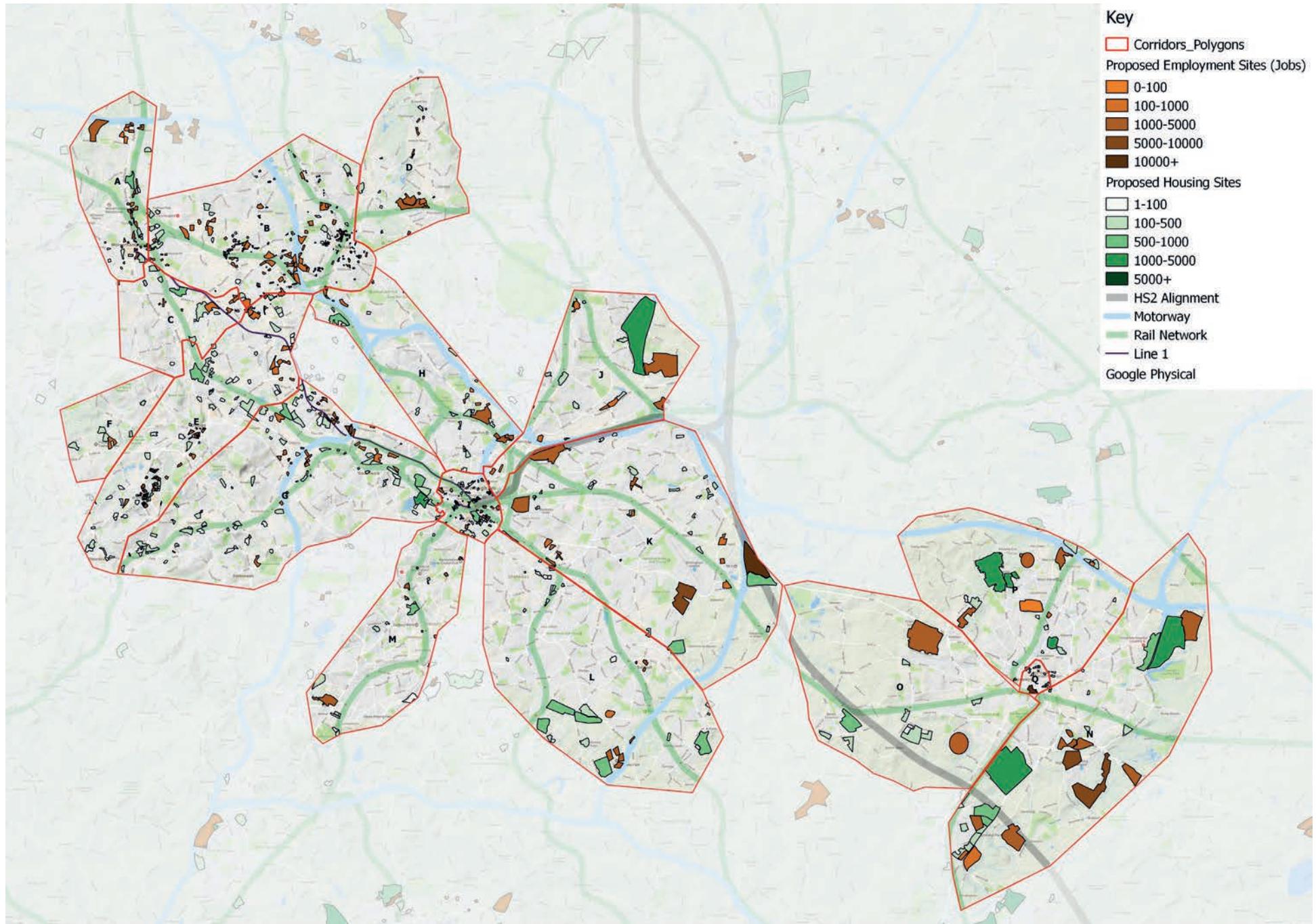
All schemes are also classified as one of the following:

- Committed: A scheme which may not be wholly funded but is at least substantially funded with a reasonably high degree of confidence that the required funding gap can be met.
- Potential (subject to funding): A reasonably well developed idea or potential scheme which has had some work undertaken on it and either a single preferred option or limited number of options identified. The scheme will be majority dependant on a funding grant that is yet to be secured or confirmed.
- Studies & Scheme Development: A scheme or problem area which is at an early stage of feasibility or concept for which options are yet to be determined in any significant detail and for which demand/feasibility is unproven.

The corridor strategies will be regularly reviewed and updated as scheme delivery takes place and projects are developed and brought forward. They will be further informed by Statutory infrastructure Delivery Plans and Local Plan Area Action Plans

### Ref. Ref. Corridor Name

- A A Wolverhampton i54
- B B Wolverhampton - Walsall
- C C Wolverhampton - Bilston
- D D Walsall - Brownhills
- E E Walsall - Stourbridge
- F F Kingswinford – Dudley
- G G Stourbridge – Halesowen – West Bromwich – Birmingham
- H H Walsall – Birmingham
- J J Birmingham – East Birmingham – UK Central
- K L Birmingham - Solihull
- L M Birmingham - Longbridge
- M N East Coventry – A46
- N O West Coventry – A45
- O P North Coventry – Keresley – Foleshill
- P Q Coventry City Centre





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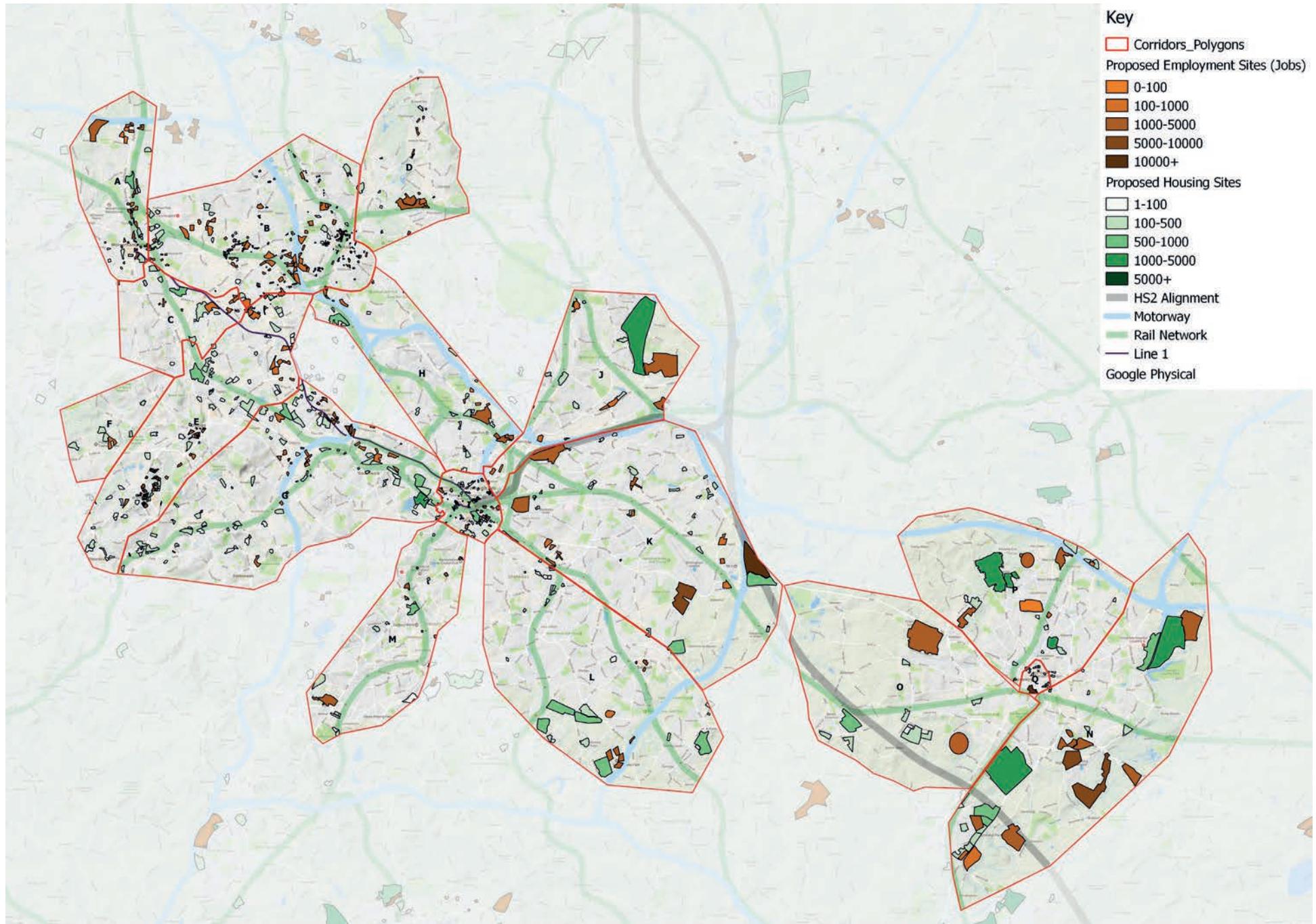
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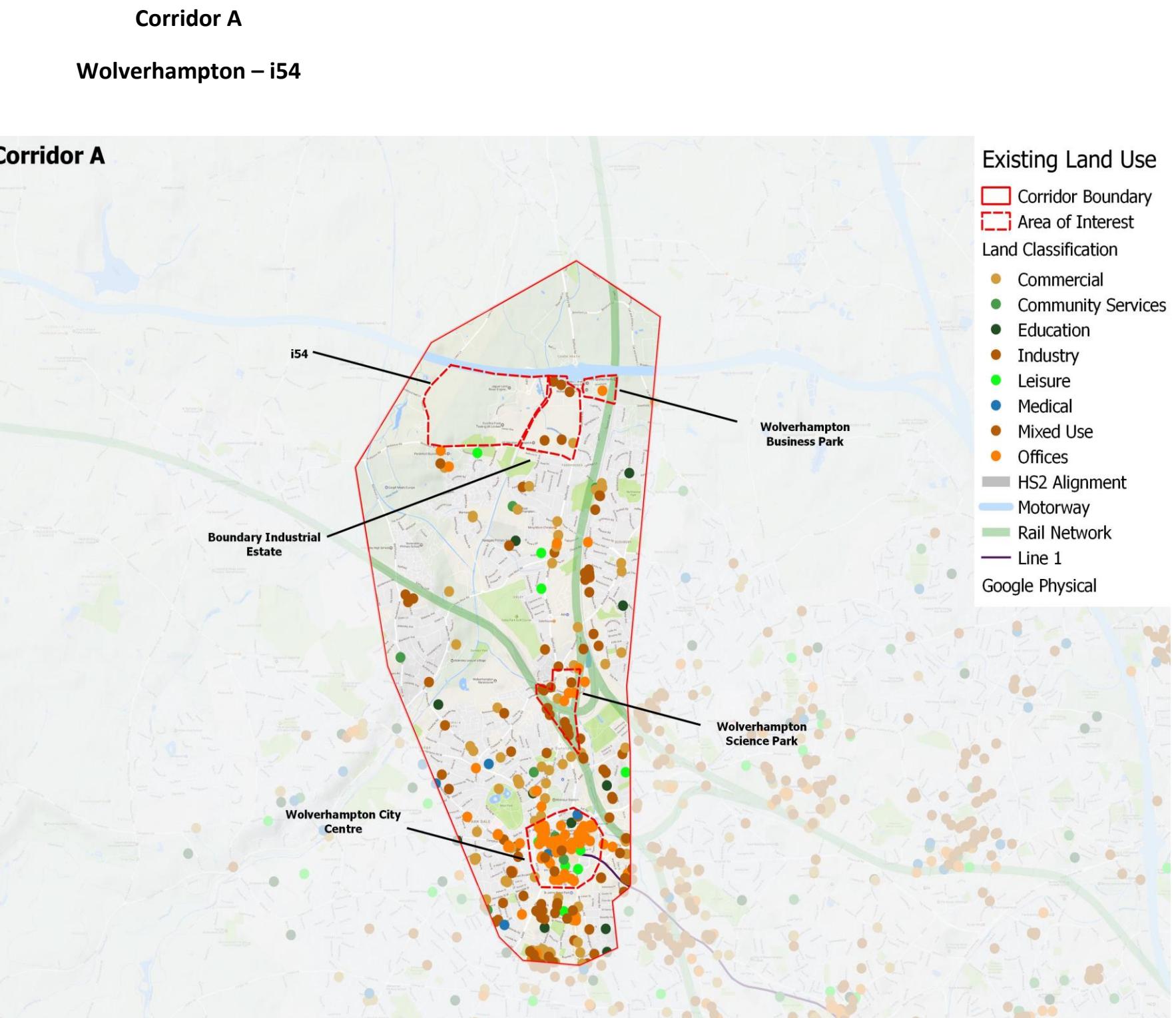
- A A Wolverhampton i54
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# MOVEMENT FOR GROWTH:

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- The Wolverhampton – i54 corridor covers Wolverhampton City Centre and north Wolverhampton up to South Staffordshire and the i54 major employment site.
- It is based on the A449 Stafford Road including its key connection to the national motorway network at junction 2 of the M54.
- The West Coast Main line lies in the corridor but without stations until Penkridge and Stafford.
- The corridor includes a wide range of existing residential, commercial, and educational land-uses.
- Key trip attractors include Wolverhampton City Centre, a major retail and commercial destination, the University of Wolverhampton, and major employment locations such as Wolverhampton Science Park, the Boundary Industrial Estate, Wolverhampton and Business Park and i54.
- The i54 Enterprise Zone includes major occupiers such as Jaguar Land Rover, Moog, Eurofins and ISP.
- The corridor is in the Wolverhampton Air Quality Management Areas (AQMA), declared for nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10s).



## MOVEMENT FOR GROWTH:

### Ten Year Delivery Plan

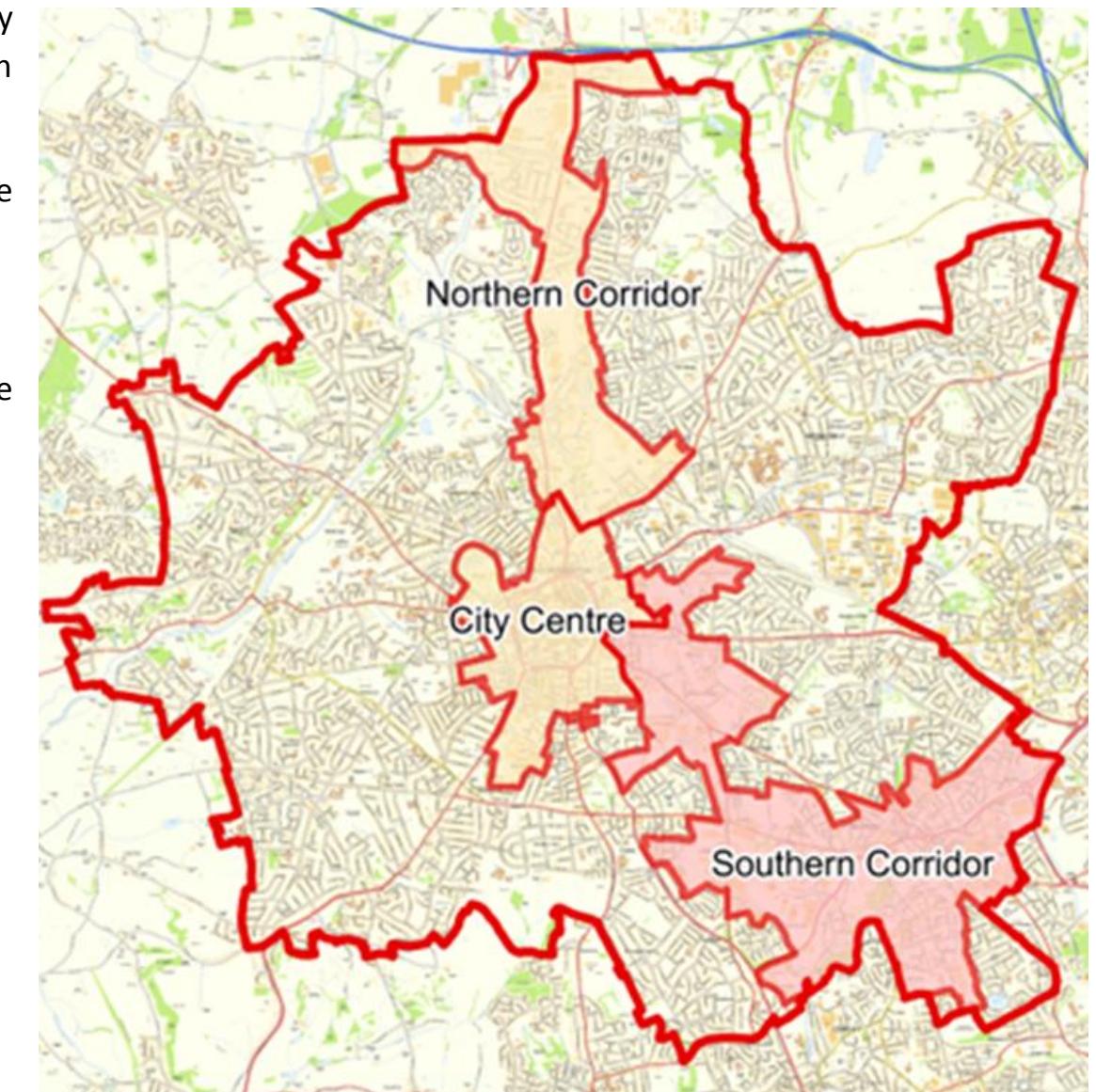
#### Corridor Growth and Development

Wolverhampton City Centre is subject to major regeneration and growth, set out in the Wolverhampton City Centre area action plan. The Stafford Road Area Action Plan covers the northern corridor within Wolverhampton and the very successful i54 site is part of the Black Country Enterprise Zone.

The emerging South Staffordshire Site Allocation Document includes 80Ha of further employment land to be developed to the North of Wolverhampton, including a 40 ha extension to the western side of i54.

There has also been a planning application for a new strategic rail freight interchange at Four Ashes.

There are several small sites for housing development in Wolverhampton City Centre and in the middle section of the corridor.



# MOVEMENT FOR GROWTH:

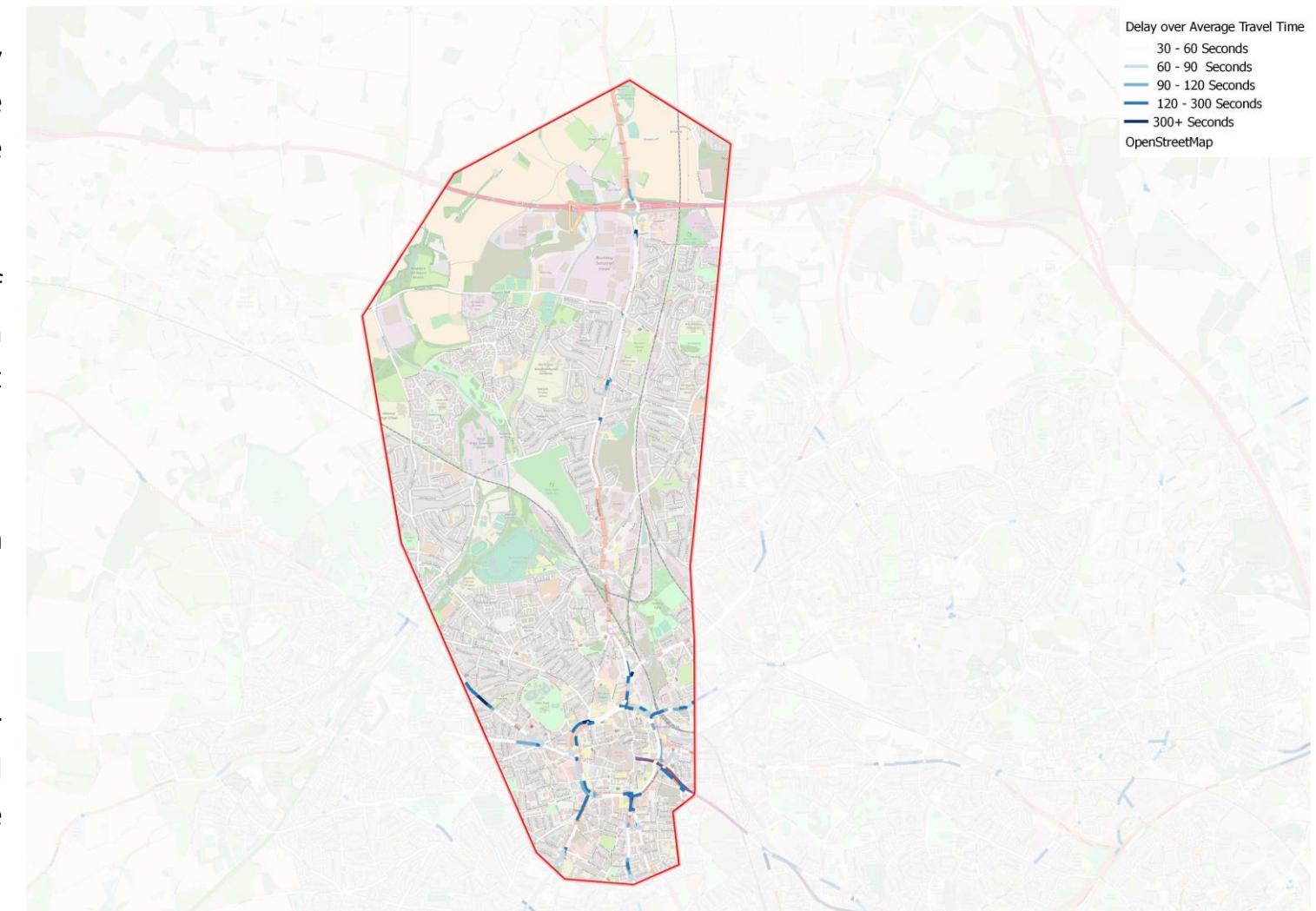
## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - The City Centre ring road experiences heavy congestion in peak periods. The A449 also suffers from congestion as the main route from Wolverhampton City Centre towards the M54. (See image to the right).
- **Bus** - Core bus routes run on the A449 (3, 4, 154 and 54). There is an issue of enabling residents of the corridor to access the new jobs being created in the City Centre, i54 and beyond, in other corridors across the West Midlands.
- There is also an issue of enabling residents of the wider Black Country and West Midlands to access the new jobs being created at i54 and elsewhere in the corridor.

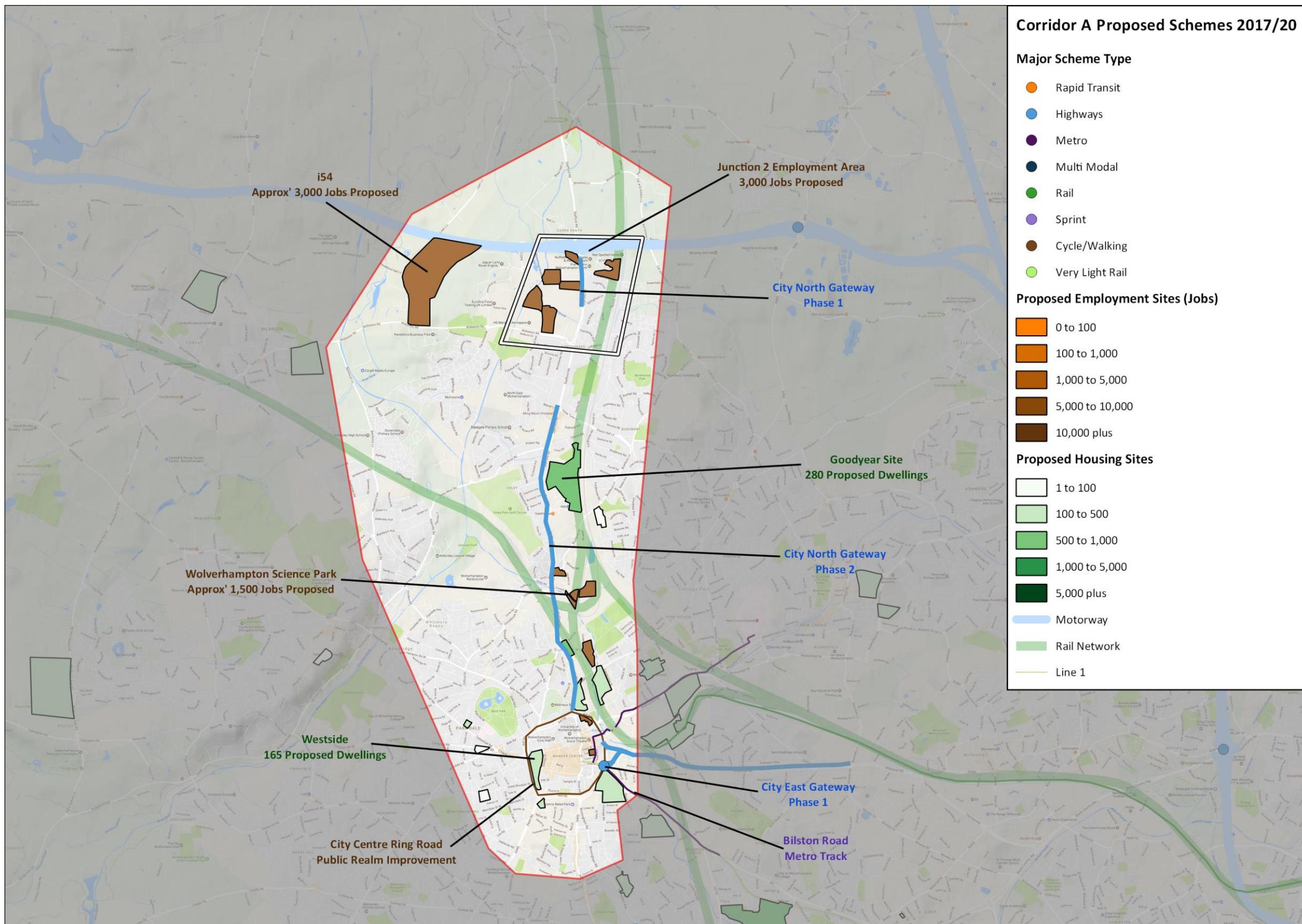
### Planned and Proposed Schemes

- In light of these issues, a number of transport schemes are committed or proposed. Longer term high volume corridor public transport options will also be considered for the corridor as well as the potential for park and ride provision.
- **Rail – passenger capacity** - City of Wolverhampton Interchange station improvement and Metro City Centre Extension schemes.
- **Cycle/Walking** - City Centre public realm and ring road improvements.
- **Road and Freight** - The A449 scheme is made up of City North Gateway Phase 1 (M54 J2 to Springfield) and Phase 2 corridor improvements including junction enhancements.
- **Air Quality** - The need to reduce emissions of Nitrogen Dioxide and particulates is also an issue for the corridor.



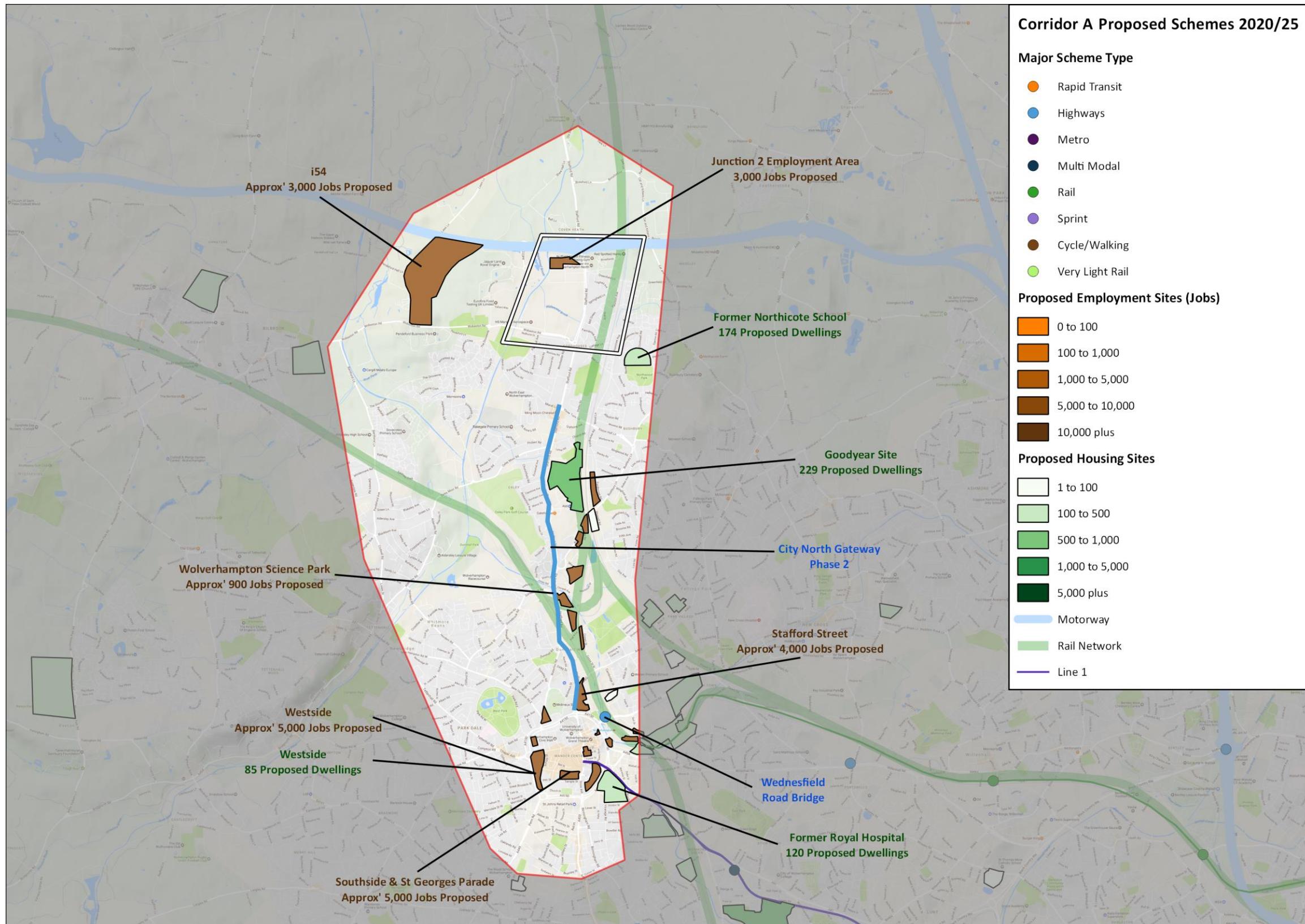
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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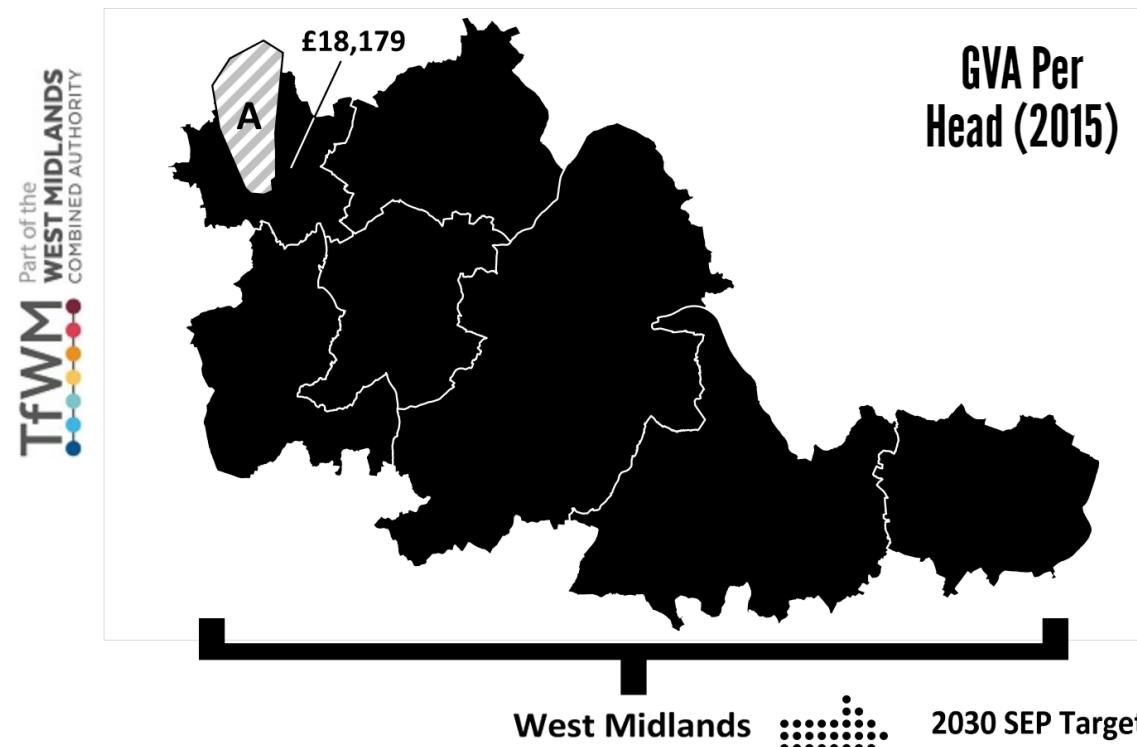
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics



	Corridor A	Met' Area
	% unemployed (economically active, aged 16 to 74) 13%	9.9%
	% households not deprived in any dimension 32%	35.2%
	% population with no qualifications (aged over 16) 28.5%	29.1%
	Average male healthy life expectancy (years) 57.6	59.9
	Average female healthy life expectancy (years) 58	60.5
	% population travelling to work by car 62.5%	66.9%
	% population travelling to work by public transport 18.7%	16.9%
	% population travelling to work by bicycle 2.2%	1.7%
	% population travelling to work on foot 12.1%	9.4%

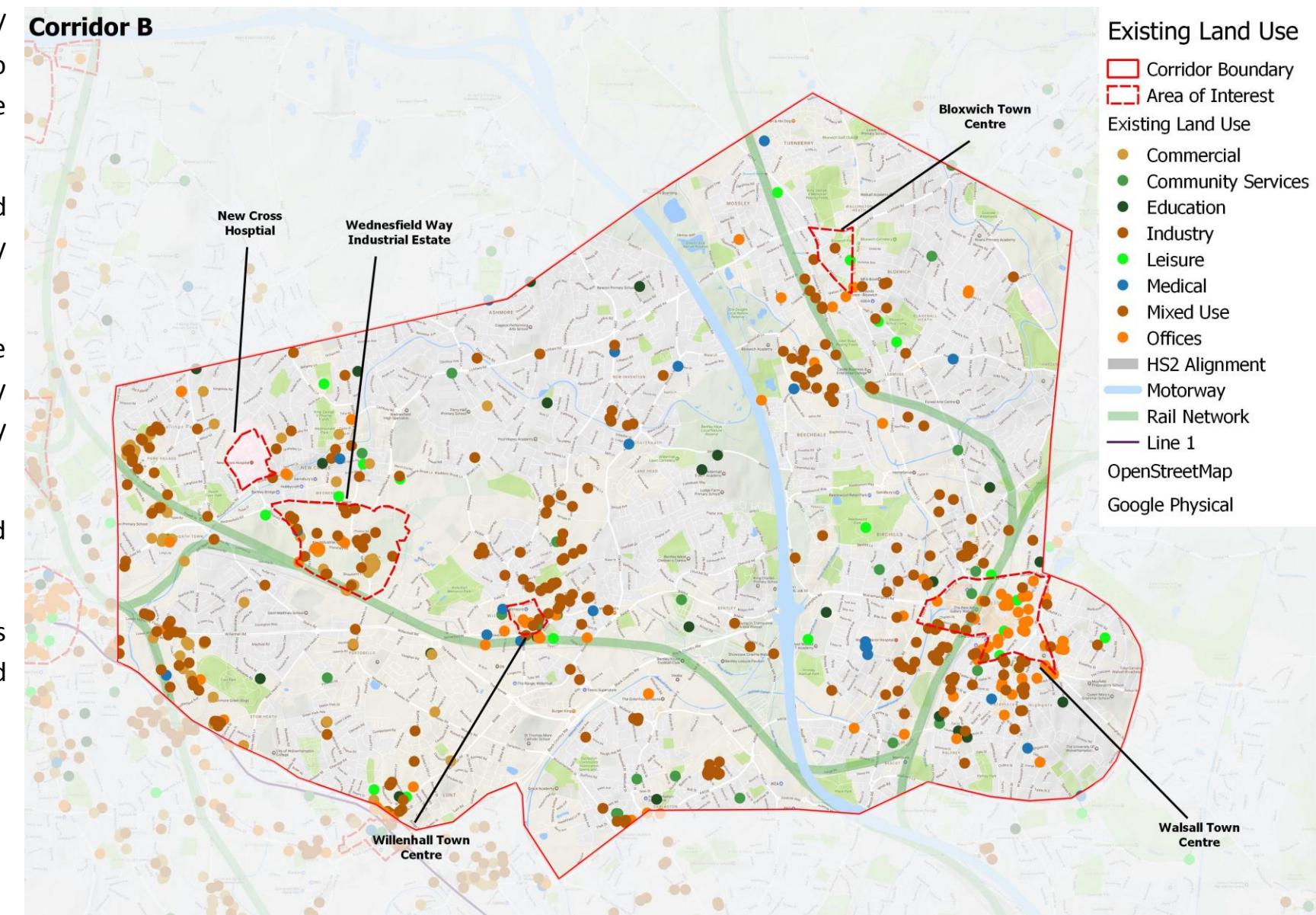
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor B

#### Wolverhampton – Walsall

- The corridor connects the two strategic centres of Wolverhampton and Walsall and covers the town centres of Wednesfield, Willenhall, Darlaston, and Bloxwich.
- The corridor is based on the A454 Willenhall Road/ Black Country Route/ Wolverhampton Road, including its junction with the M6 (Junction 10) and also covers the A4124 Lichfield Road linking Wolverhampton with Bloxwich and the A34 Green Lane between Walsall and Bloxwich.
- The corridor includes a wide range of existing residential, commercial, and educational land-uses with prominent industrial clusters at Wednesfieldway Industrial Estate, Darlaston, Wednesbury and Bloxwich.
- The corridor connects key Black Country growth locations, particularly the regeneration priorities within the strategic centres and the Black Country Enterprise Zone (Darlaston) and provides links to the national motorway network (M6).
- Two major regional hospitals are in the corridor: New Cross Hospital and Walsall Manor.
- The corridor is in the Wolverhampton Air Quality Management Areas (AQMA), declared for nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10s) and Walsall's AQMA for NO<sub>2</sub>.



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## Ten Year Delivery Plan

### Corridor Growth and Development

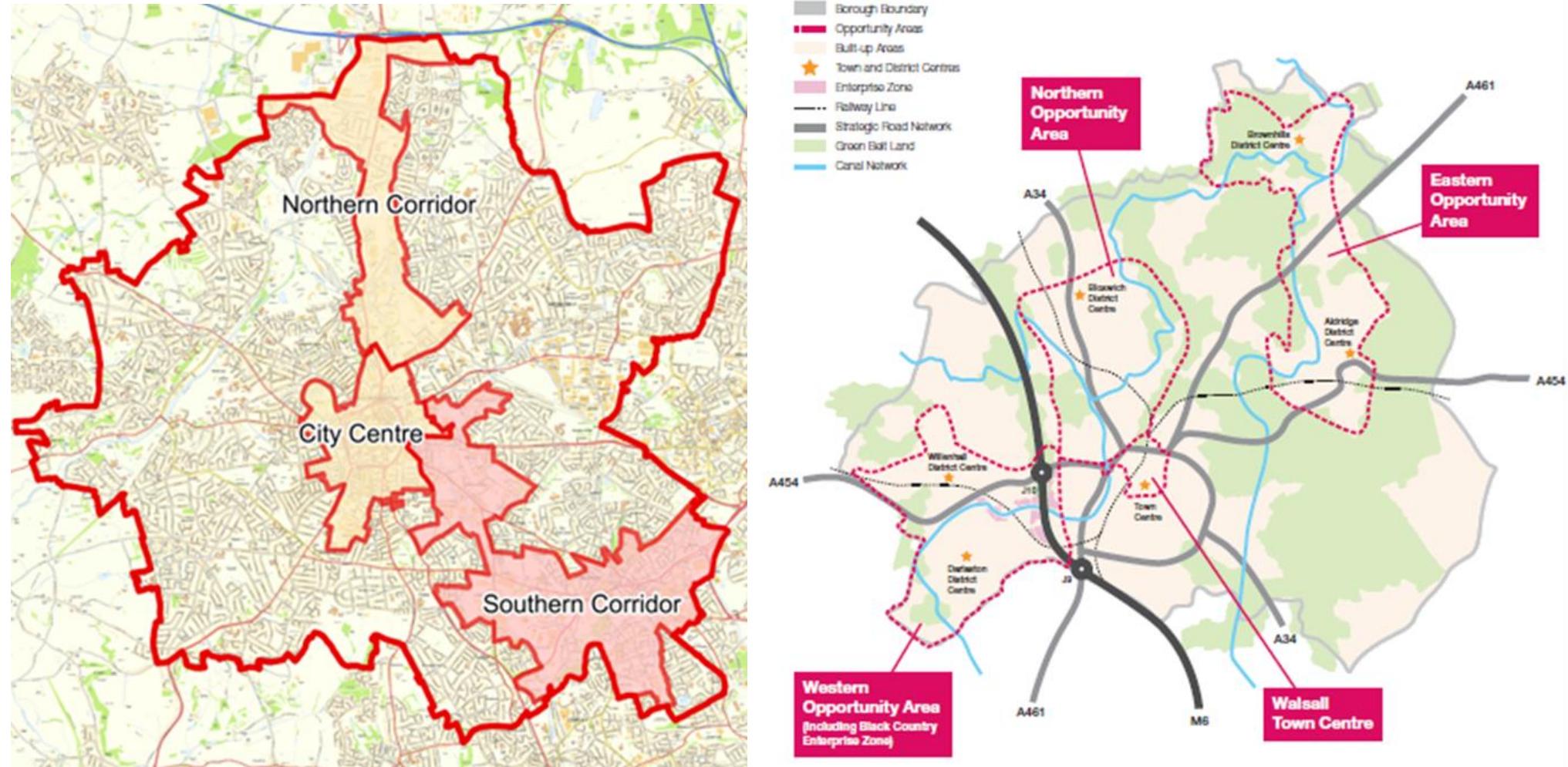
As a corridor with high unemployment levels (12.3%), there is significant proposed employment development from the Core Strategy.

26,500 new jobs in Walsall Town Centre (Wolverhampton City Centre considered in Corridor A), 16,700 new jobs in the Wednesfield – Willenhall – Darlaston section, and 4000 new jobs in the Bloxwich – Birchills – Bescot section.

The Darlaston Enterprise Zone is a cluster of sites either side of the M6, providing some 40 hectares of (net) developable land. Darlaston offers an important strategic opportunity and is a signal of change for private sector led job growth. The development sites at Darlaston provide a custom and practice supply chain locality for just in time delivery of critical but engineering intensive components for the advanced engineering sector.

The corridor also has significant proposed housing development planned:

- 1,500 new homes in Walsall Town Centre
- 1,900 new homes in the Wednesfield – Willenhall – Darlaston section and 2,100 new homes in the Bloxwich – Birchills – Bescot section.



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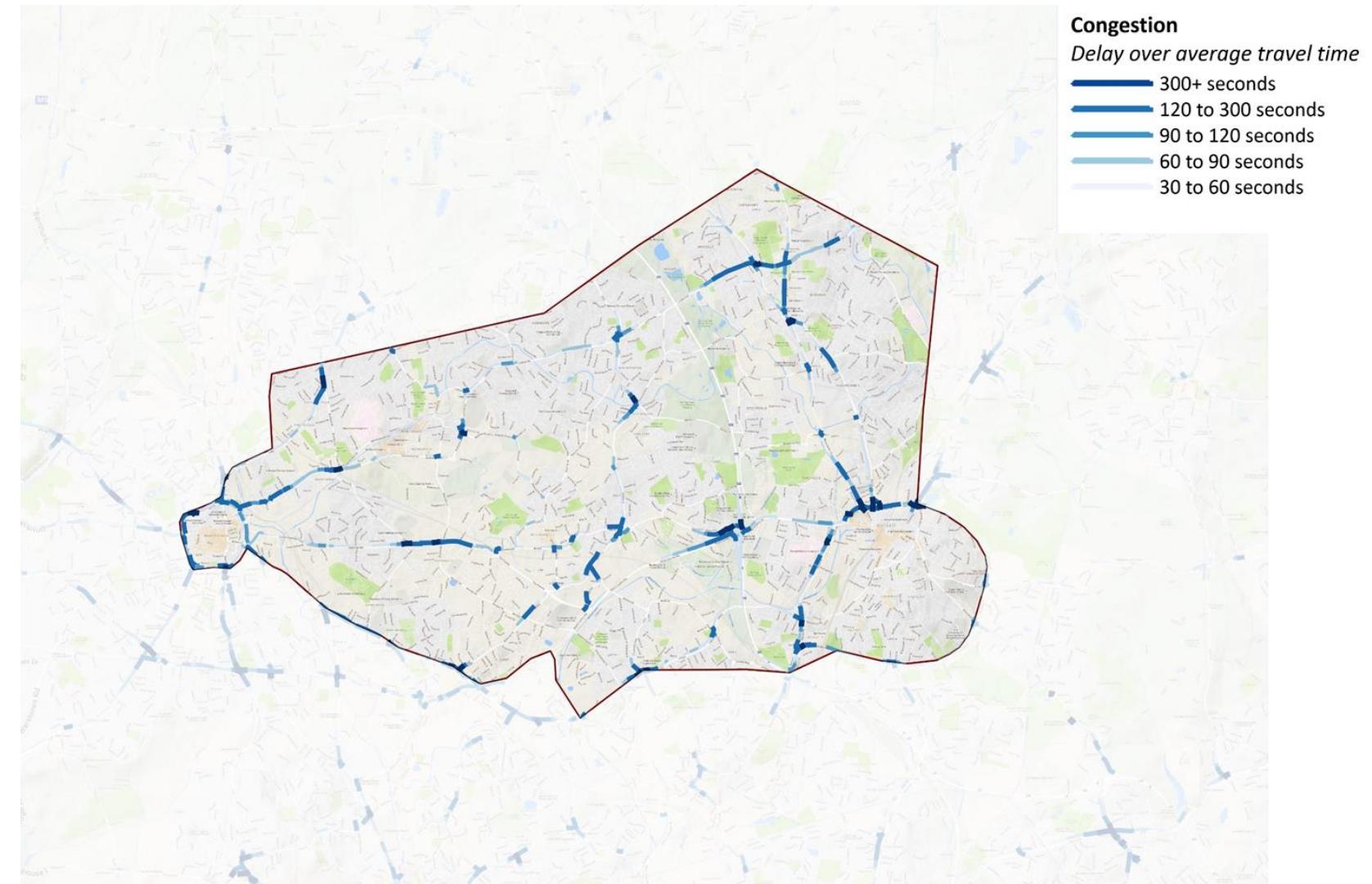
## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - The A454 experiences heavy congestion in peak periods and is the main route from Walsall Town Centre towards the M6 and the main route through the Canalside Quarter, one of Wolverhampton City Council's priorities for regeneration. Core bus routes run on the A454 (529), A4124 (59) and Bloxwich Road (301).
- There is an issue of enabling residents of the corridor to access the new jobs being created in the corridor and beyond, in other corridors across the West Midlands.
- There is also an issue of enabling residents of the wider Black Country and West Midlands to access the new jobs being created in the corridor and the connections required for these areas of new economic activity without creating additional pressures on the A454, A4124 and M6.
- Sub-regional access to the two major hospitals in the corridor is an important issue.
- **Air Quality** - There is a need to reduce emissions of Nitrogen Dioxide and particulates is also an issue for the corridor.

### Planned and Proposed Schemes

- In light of these issues a number of transport schemes are committed or proposed.
- **Road** - A committed scheme will improve Junction 10 of the M6 with work commencing on site in 2018. The Walsall – Rugeley line is currently being electrified with the new West Midlands Rail Franchise starting in 2017 having increased off peak frequencies from Rugeley to Walsall and onwards to Birmingham.
- **Rapid Transit** - A rail or rapid transit link from Walsall to Wolverhampton is set out in the Strategic Transport Plan. New stations at Willenhall and longer term for Darlaston and Portobello are proposed, alongside a proposal to extend Metro from the current Wolverhampton interchange extension to New Cross Hospital then onwards towards Willenhall and Walsall. Passenger services will need to be developed whilst retaining the role of the Walsall – Wolverhampton line for rail freight.



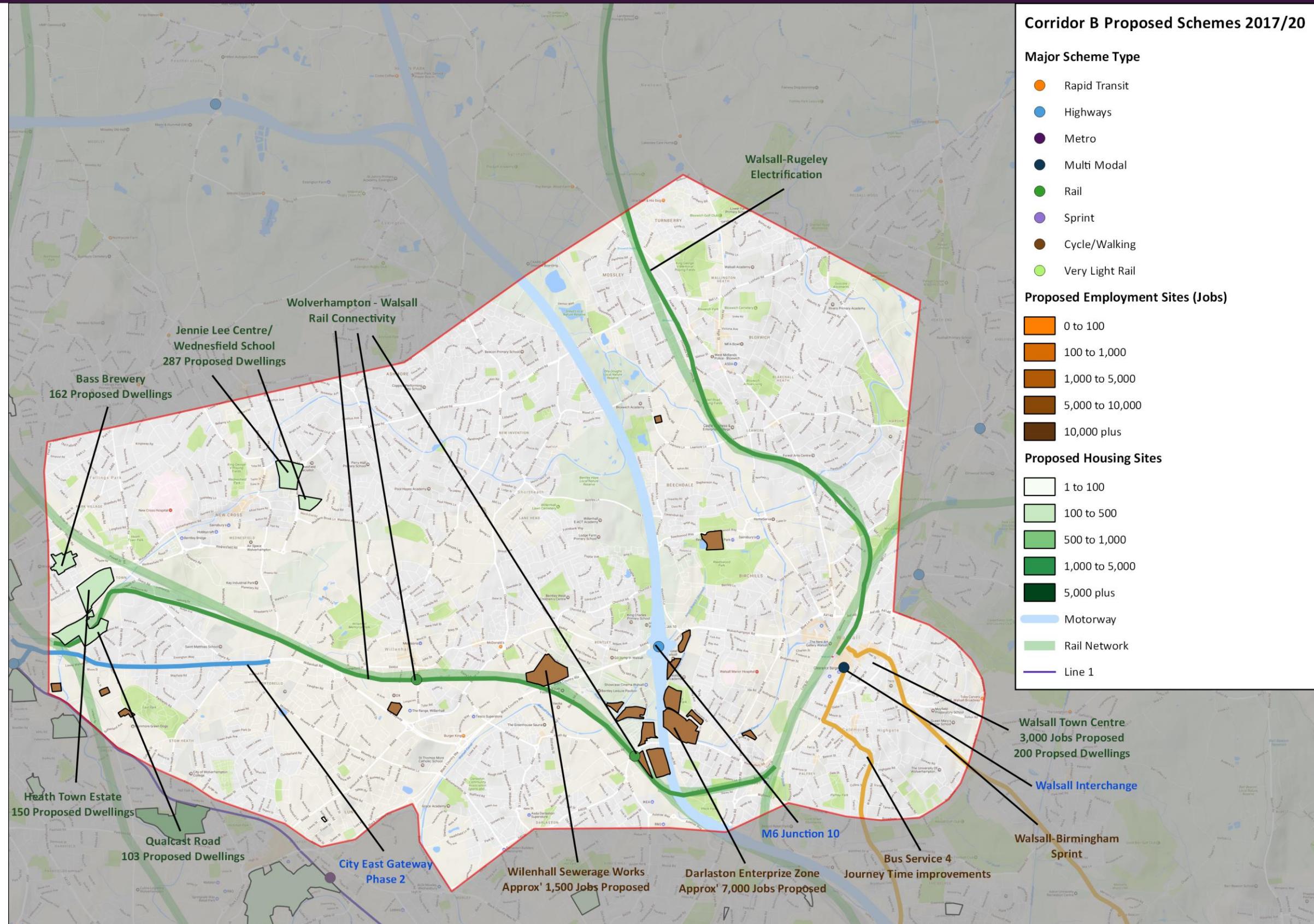
## MOVEMENT FOR GROWTH:

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- **Bus - quality and reliability** - There are also shorter term schemes to improve bus / rail interchange within Walsall Town Centre and improved pedestrian routes to access Walsall Town Centre.
- **Road and Freight** - Junction improvements are proposed for the A454. Longer term, capacity improvements are also proposed.
- **Cycle/Walking** - High quality cycle route provision needs to be incorporated into A454 corridor work and future A4124 work, A segregated cycle route is proposed for the A462.

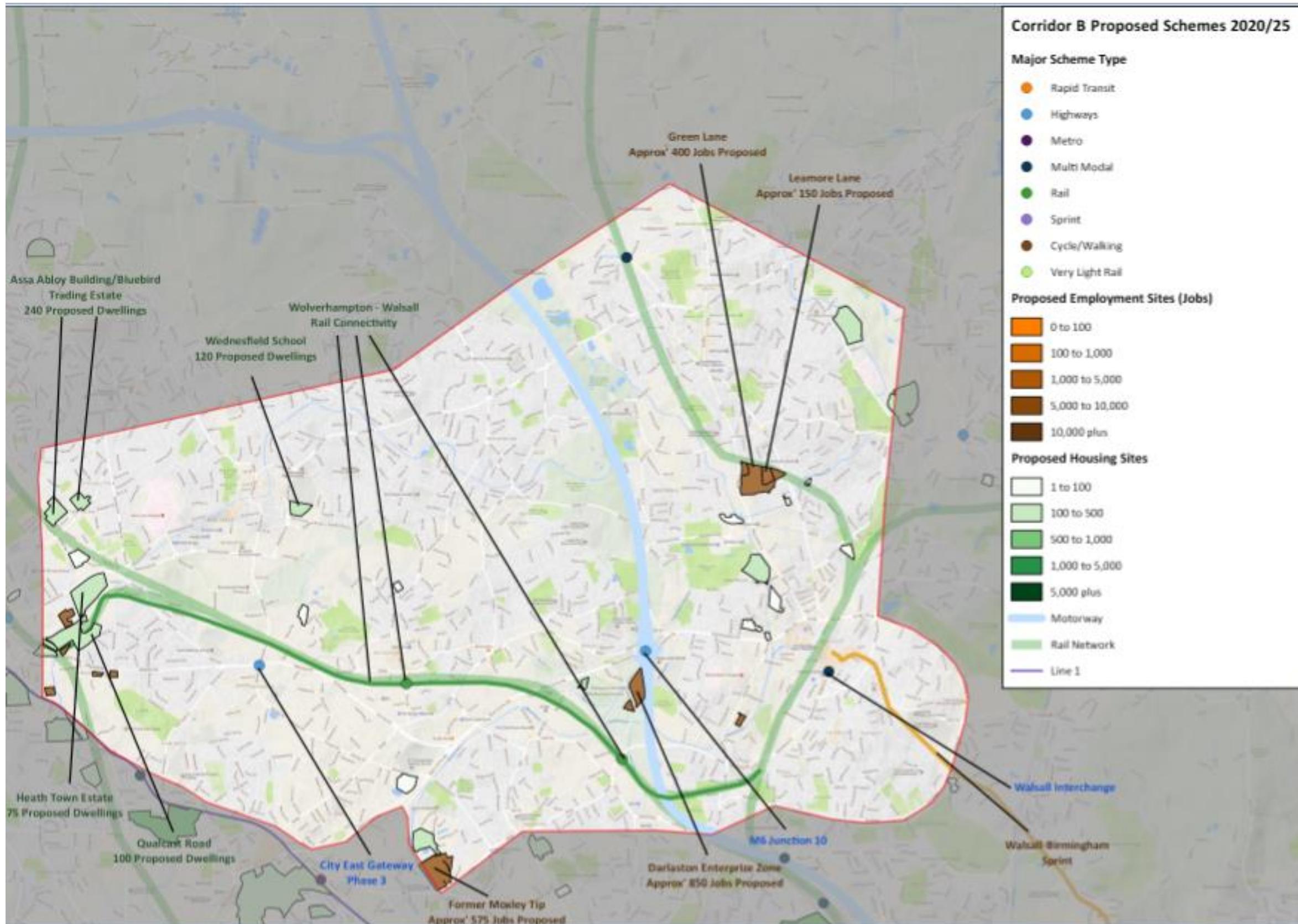
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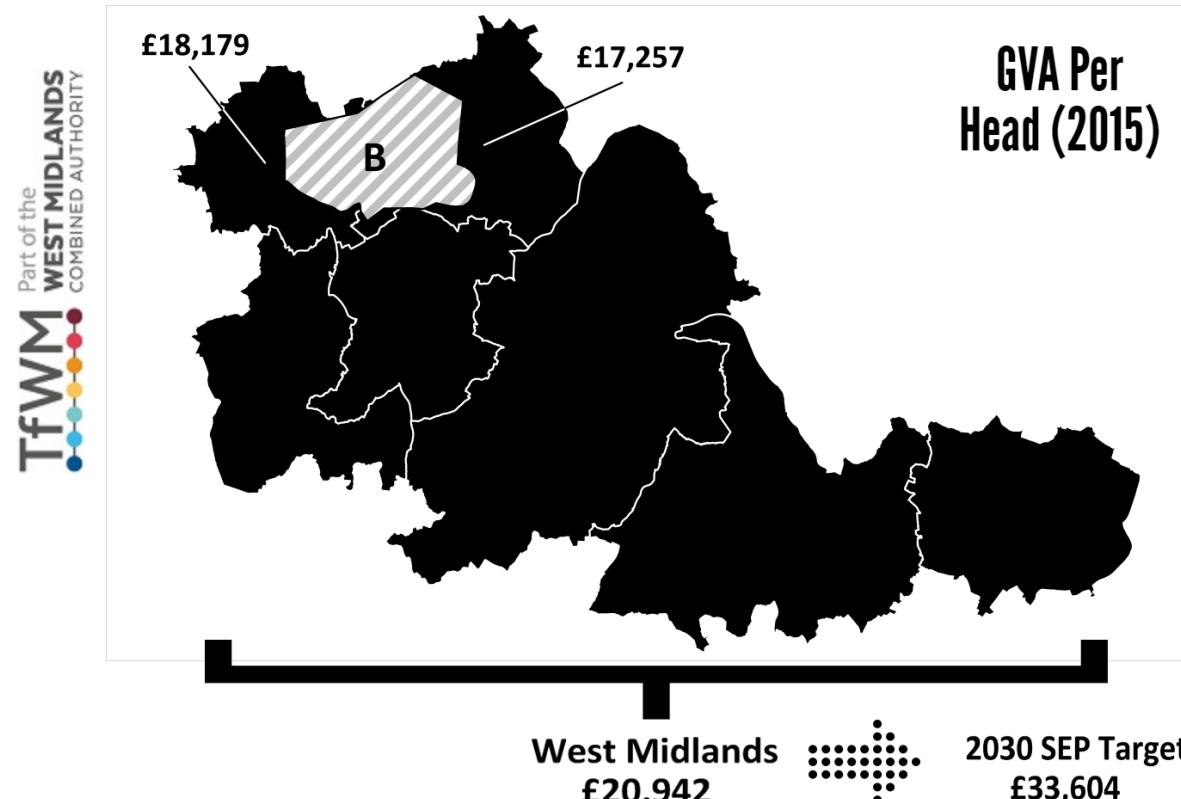
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics



	Corridor B	Met' Area	
	% unemployed (economically active, aged 16 to 74)	12.9%	9.9%
	% households not deprived in any dimension	28.4%	35.2%
	% population with no qualifications (aged over 16)	36.9%	29.1%
	Average male healthy life expectancy (years)	57.3	59.9
	Average female healthy life expectancy (years)	58.1	60.5
	% population travelling to work by car	67.6%	66.9%
	% population travelling to work by public transport	14.5%	16.9%
	% population travelling to work by bicycle	2.2%	1.7%
	% population travelling to work on foot	11.6%	9.4%

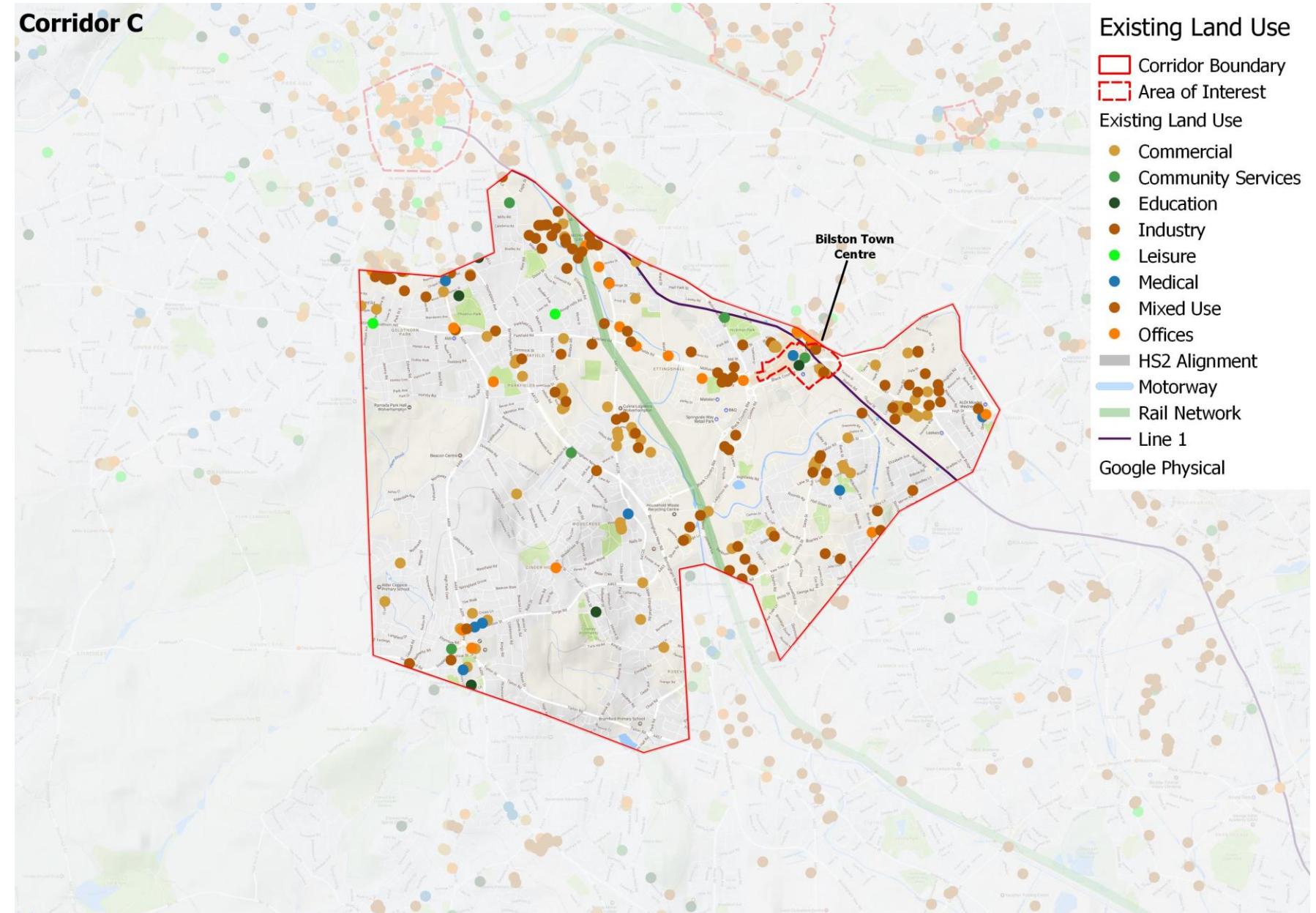
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

- The Wolverhampton – Bilston – Coseley corridor covers the A4123 and A41 south east from Wolverhampton City Centre to the District centre of Bilston.
- It includes the All Saints inner area of Wolverhampton and the A459 corridor south to Sedgley District Centre.
- The majority of the corridor is within the area covered by the Bilston Corridor Area Action Plan: a statutory Planning and Regeneration Strategy produced by Wolverhampton City Council.
- Metro Line One is also in the corridor, with a metro/bus interchange at Bilston. The 79 core bus route serves Bilston from Wolverhampton
- Bilston Urban Village is a major development for jobs and homes.
- The corridor is in the Wolverhampton Air Quality Management Areas (AQMA), declared for nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10s).

### Corridor C

#### Wolverhampton – Bilston



## MOVEMENT FOR GROWTH:

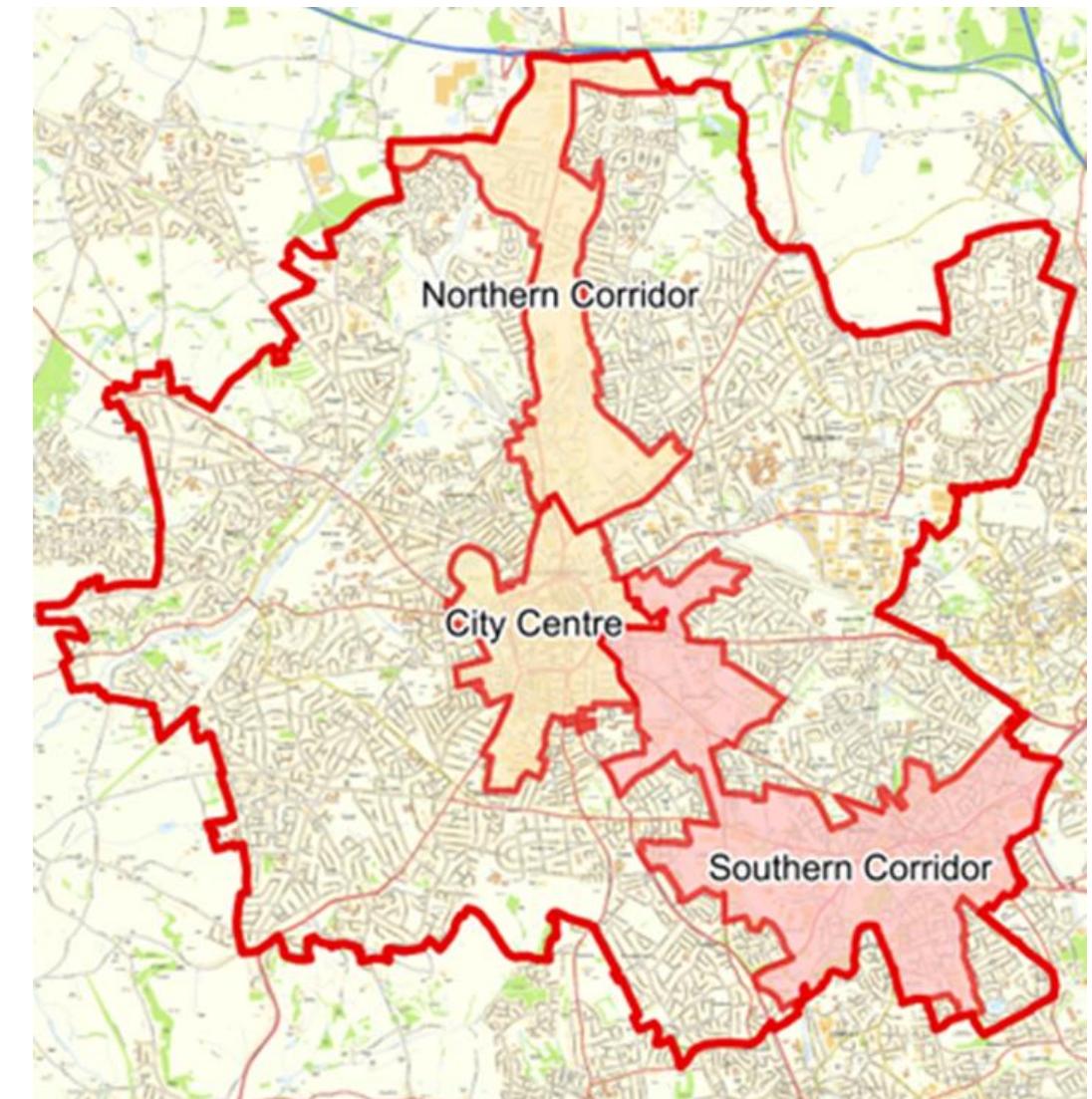
### Ten Year Delivery Plan

#### Corridor Growth and Development

The Bilston Corridor Action Plan proposes 2,100 new jobs.

2,600 new homes are proposed in Bilston and just over 500 are proposed in Loxdale-Moxley.

The Bean Road site also has proposed housing development.

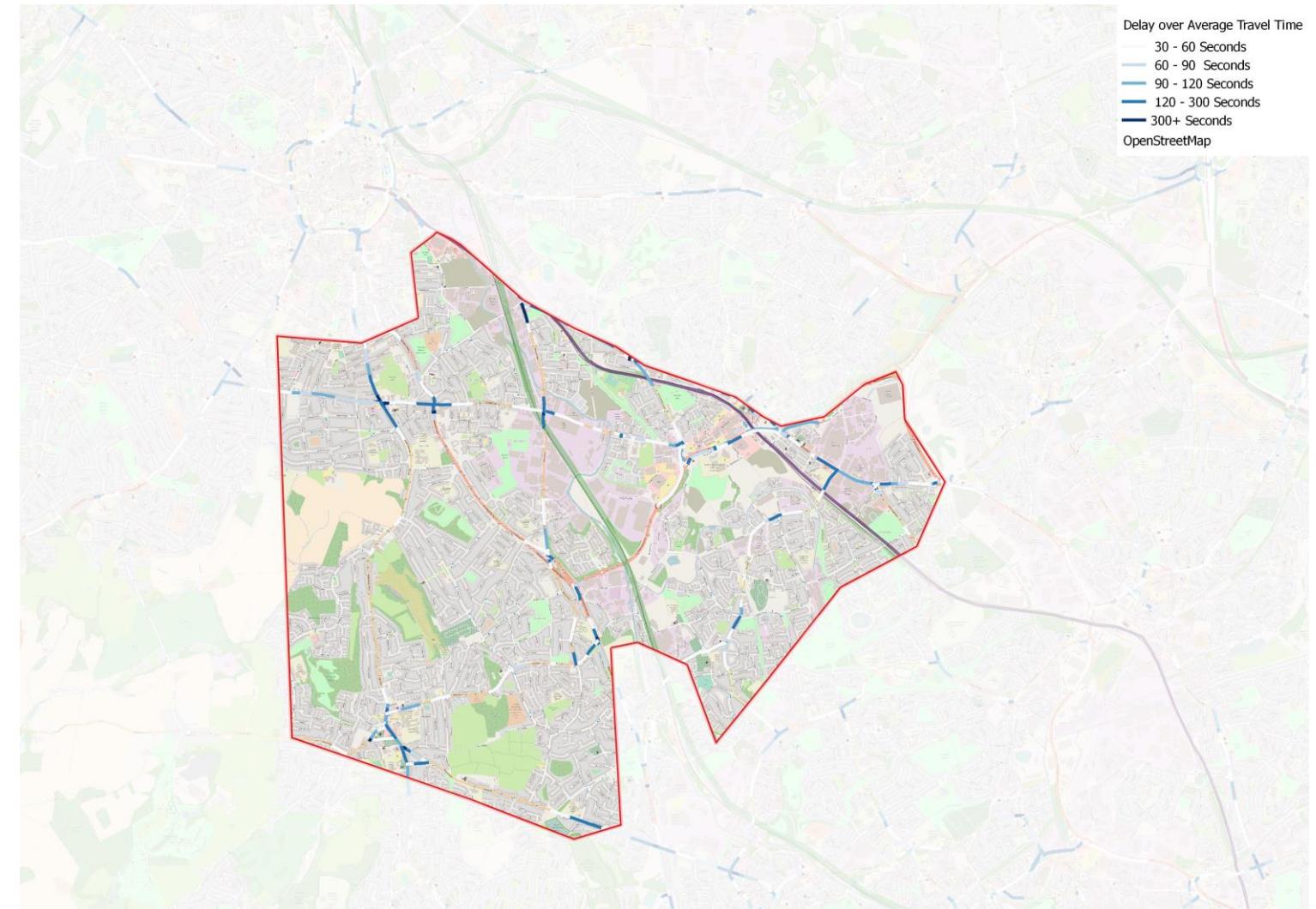


# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - The A4123 and A41 experience congestion in peak periods. Core bus routes run on the A4123 (126), A41 (79) and A459 through Sedgley (1).
- There is an issue of enabling residents of the corridor to access the new jobs being created in the corridor and beyond, in other corridors across the West Midlands.
- There is also an issue of enabling residents of the wider Black Country and West Midlands to access the new jobs being created in the corridor and the connections required for these areas of new economic activity without creating additional pressures on the A4123, and A41
- **Air Quality** - The need to reduce emissions of Nitrogen Dioxide and particulates is also an issue for the corridor.

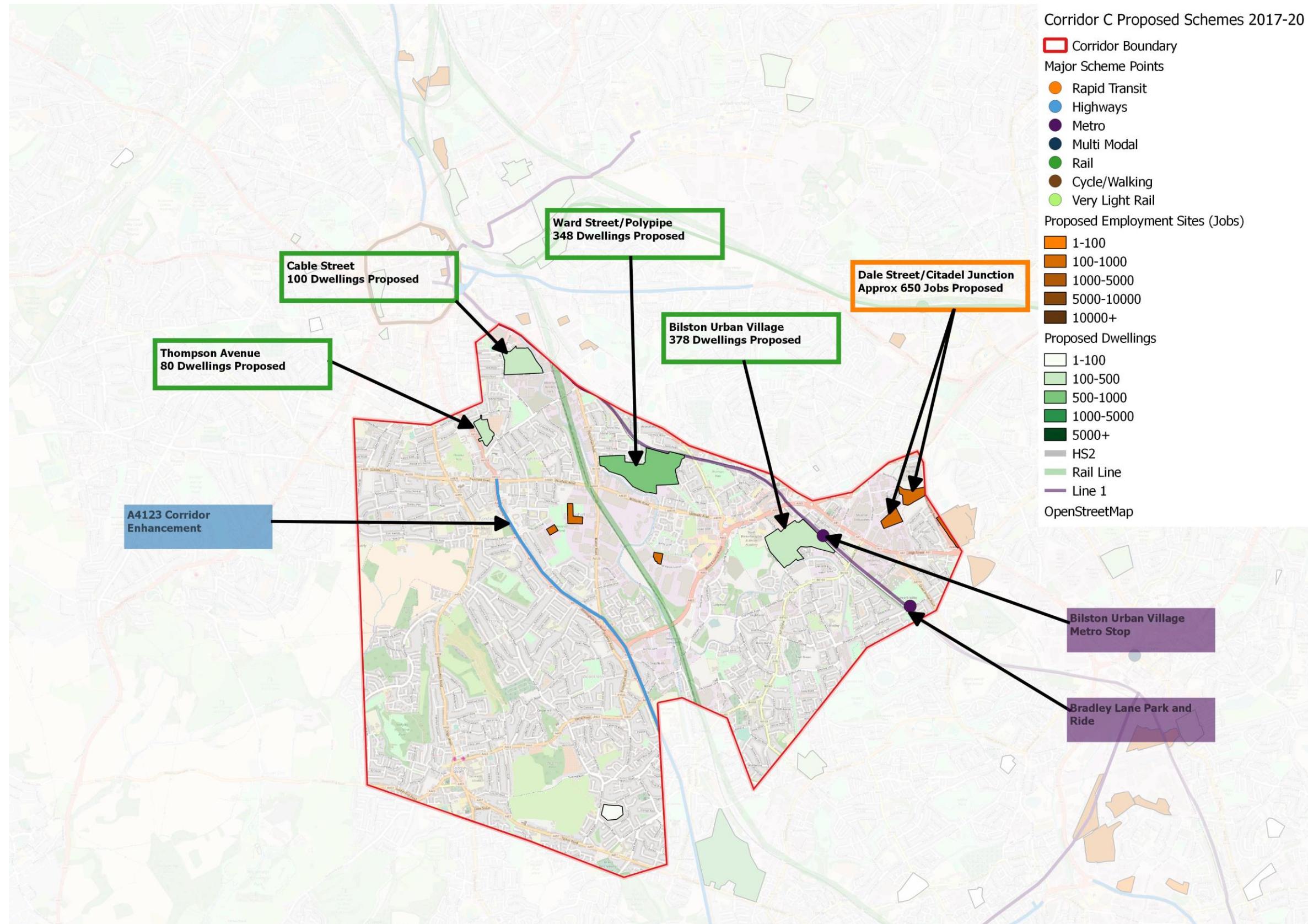


### Planned and Proposed Schemes

- In light of these issues a number of transport schemes are committed or proposed.
- **Rapid Transit** - Metro Line One will have a new stop to serve Bilston Urban Village.
- **Road** - Millfields Road A4039 highway improvements will improve access to Bilston Town Centre.
- Whole route corridor improvements to the A4123 will include the section in the corridor.
- **Active Travel Provision** - Improved connectivity between Bilston Urban Village and Bilston Town Centre will need to be addressed with improved pedestrian crossing provision for the Black Country Route.

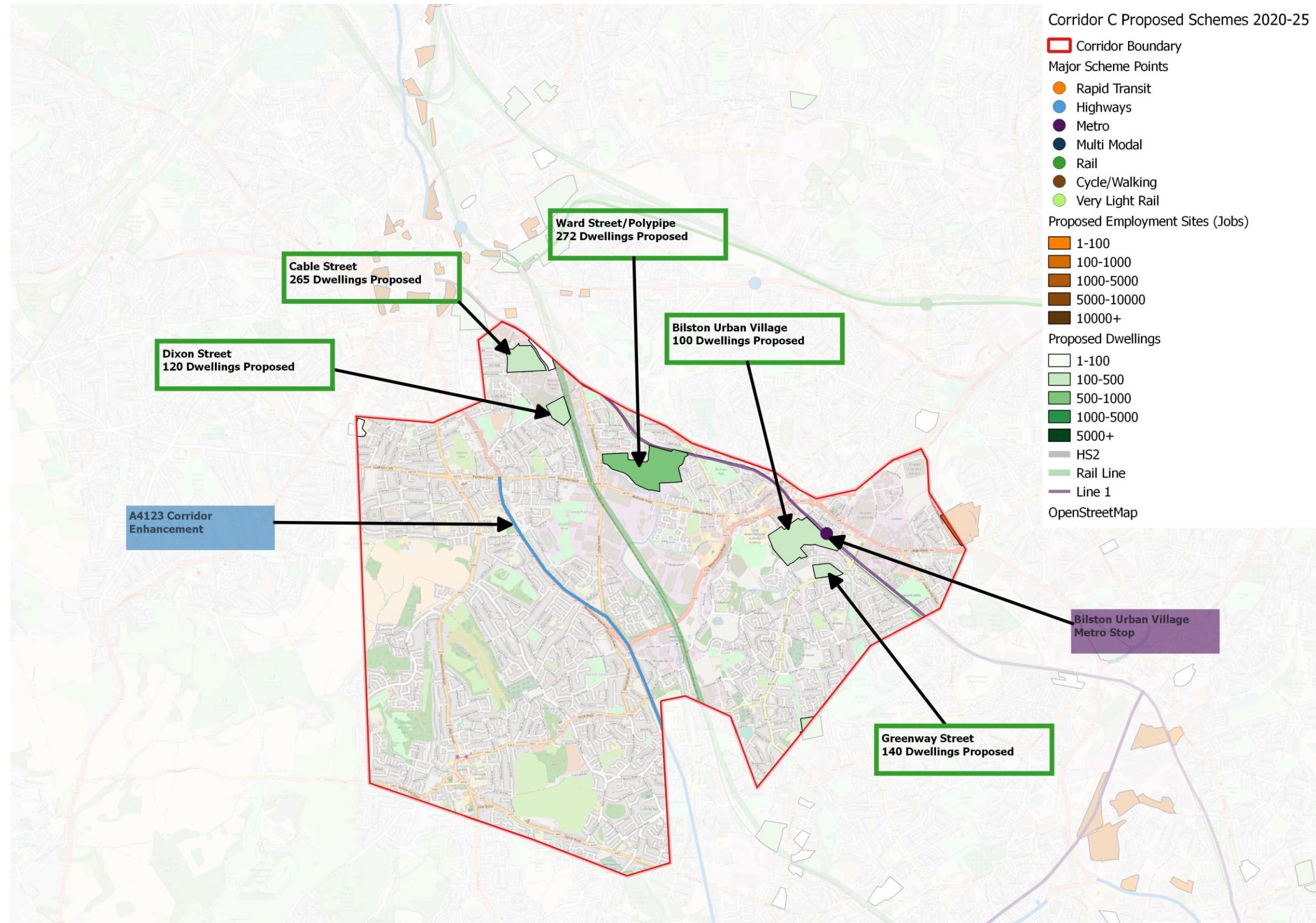
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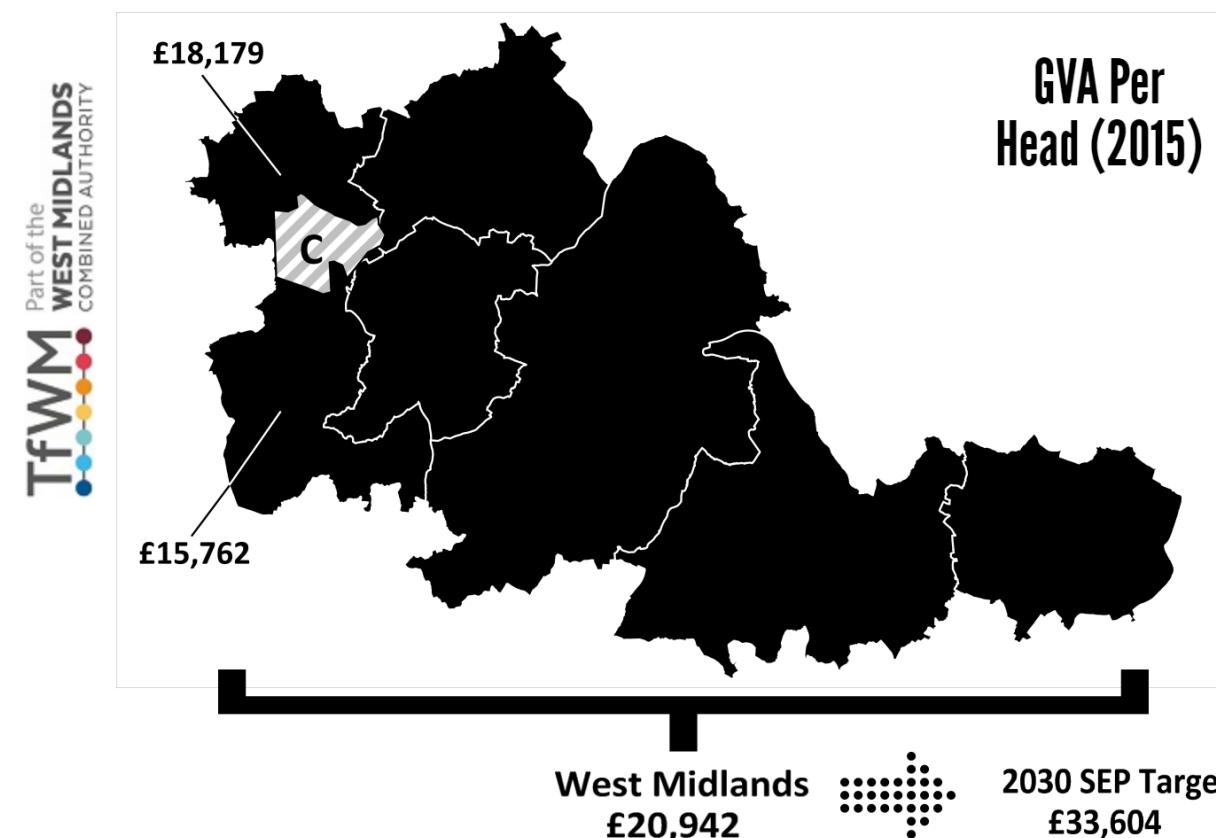
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

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### Key Statistics

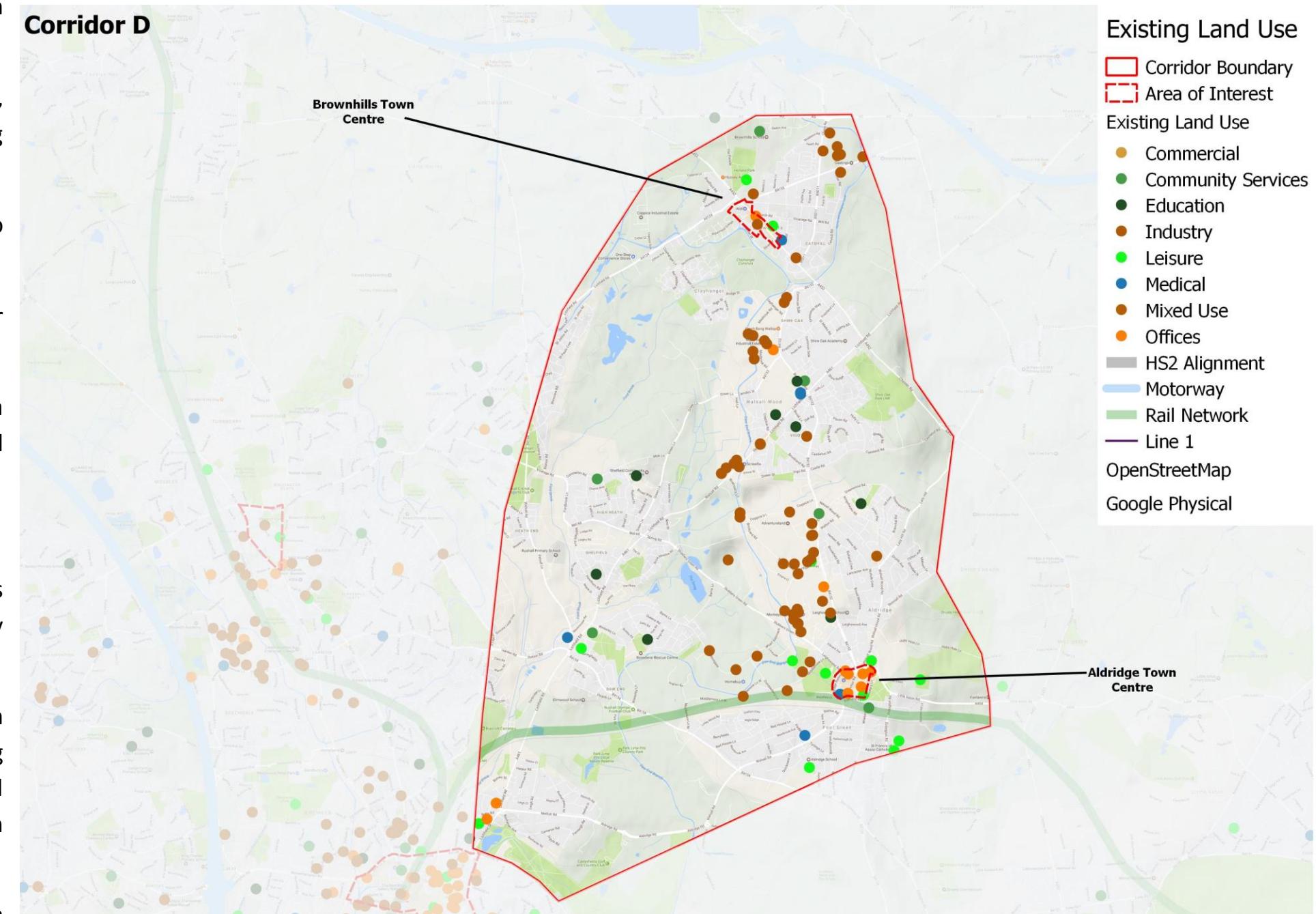


	Corridor C	Met' Area
找工作 (%)	11.3%	9.9%
家庭收入 (%)	31.3%	35.2%
无学历人口 (%)	34.5%	29.1%
男性预期寿命 (年)	58.7	59.9
女性预期寿命 (年)	59	60.5
自驾出行 (%)	71.1%	66.9%
公共交通出行 (%)	14.5%	16.9%
自行车出行 (%)	1.7%	1.7%
步行出行 (%)	8.5%	9.4%

## Corridor D

### Walsall – Brownhills

- The Walsall – Brownhills corridor connects Walsall Town Centre to the district centres of Brownhills and Aldridge.
- The corridor is based on the A461 between Walsall, Walsall Wood and Brownhills, and extends east to Aldridge along the A454.
- Core bus routes are 10/A serving Brownhills and 6, 7/A to Aldridge
- The M6 Toll motorway and A5 are just beyond the corridor to the north.
- The Sutton Park rail freight line crosses the corridor and a disused rail line alignment extends from just north of Walsall town centre (Ryecroft Junction) to Brownhills and Lichfield.
- This is utilised by National Cycle Route 5.
- As well as the District centres, the corridor contains existing residential areas, local centres and high quality employment areas.
- The corridor includes one of the Black Country's growth areas: Brownhills, which is proposed to deliver modest housing and employment development, together with additional employment opportunities located outside of the growth network in Aldridge and Walsall Wood.
- The corridor is in the Walsall Air Quality Management Area (AQMA) declared for NO<sub>2</sub>.



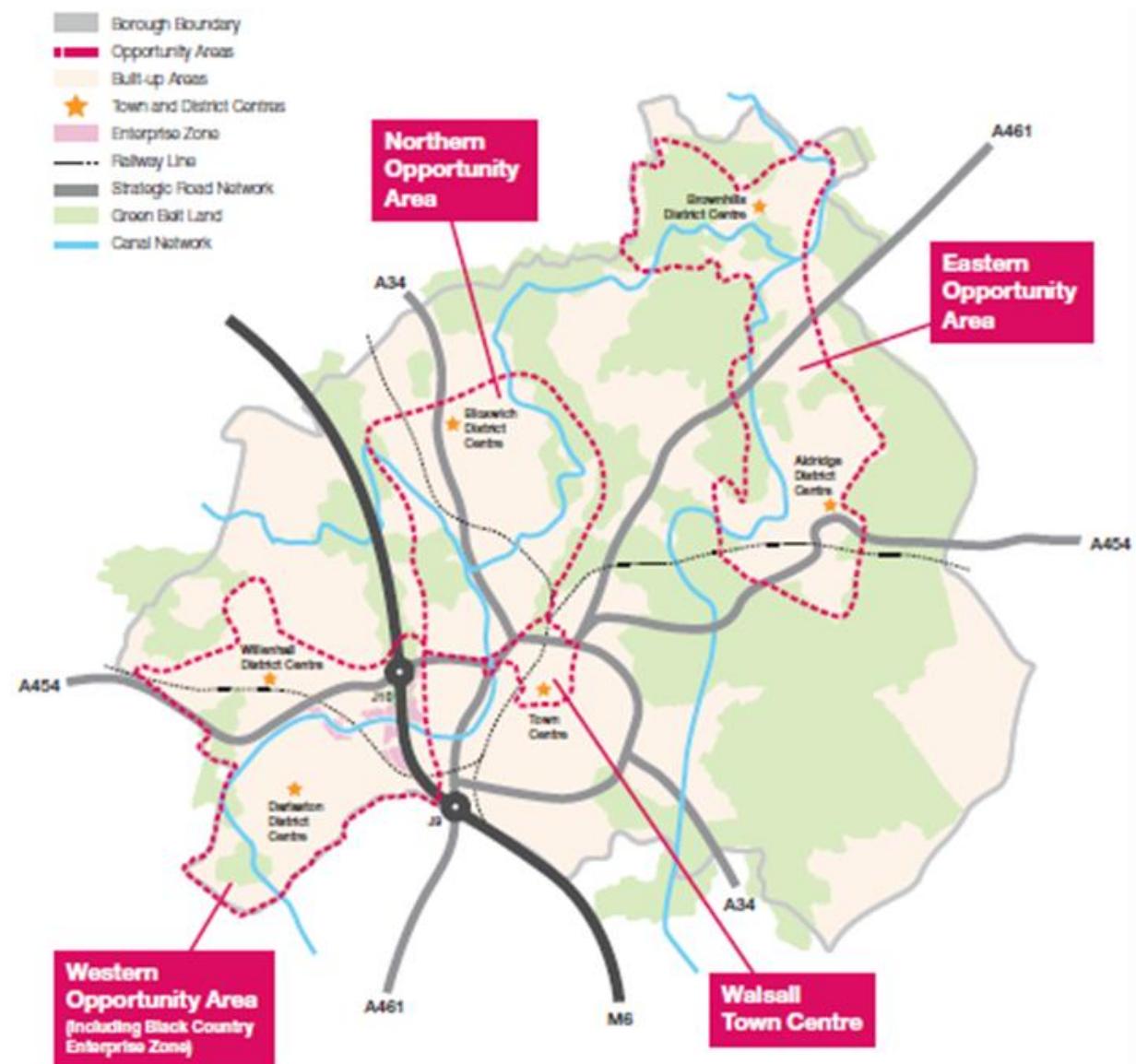
## Corridor Growth and Development

The corridor is in Walsall MBCs Eastern Opportunity Area.

The Lichfield Road industrial area has the potential to attract high quality industrial development, particularly given its links to the A5 and M6 Toll.

From the Core Strategy, approximately 1,500 jobs are proposed for the Brownhills growth area and a further 700 jobs outside the growth area through industrial and retail opportunities.

The corridor has modest proposed housing development including 390 new homes in the Brownhills growth area and 100 new homes outside the growth network.

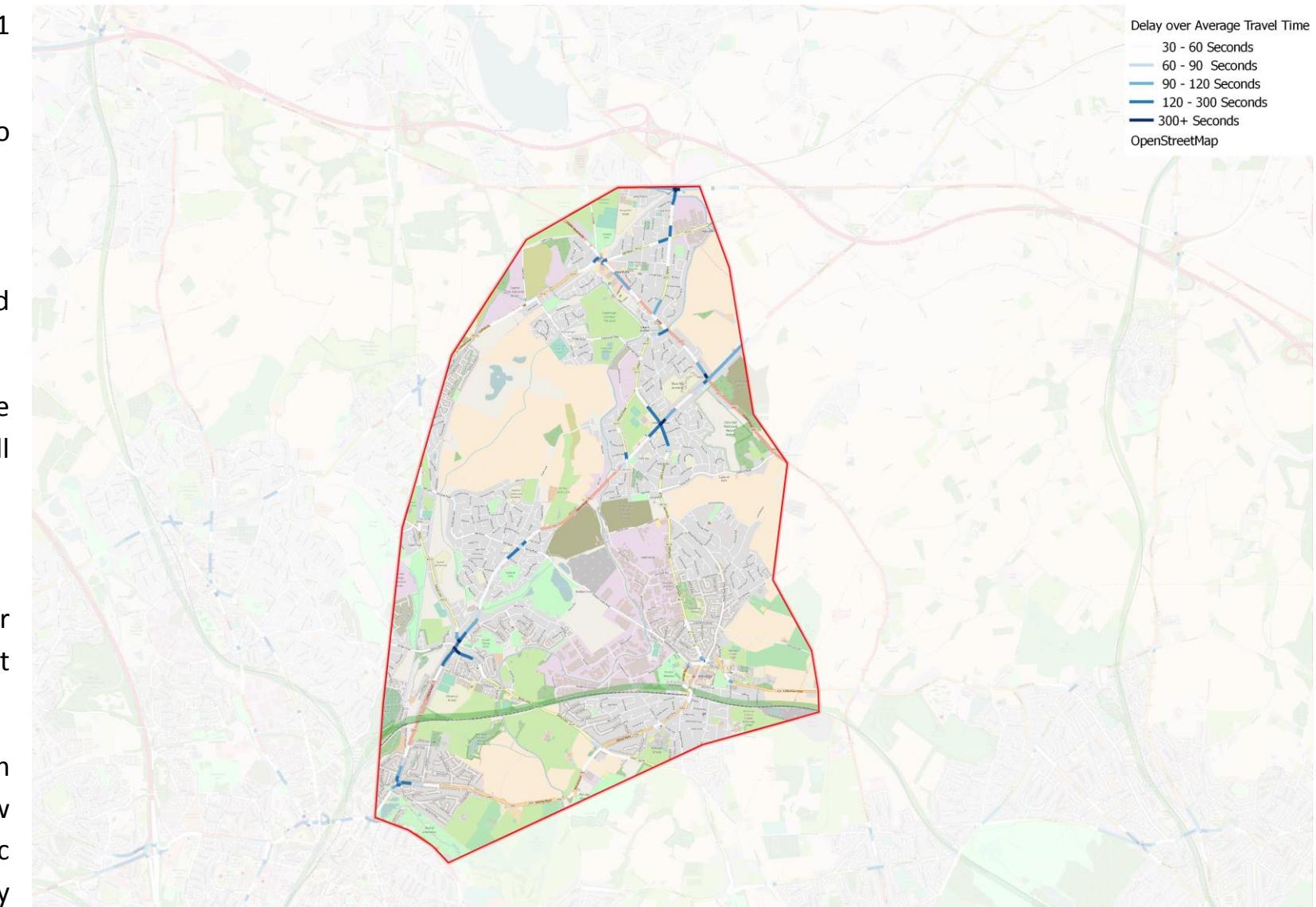


## Transport Issues

- **Network Resilience** - Congestion is experienced along the A461 corridor at key junctions.
- **Air Quality** - The need to reduce emissions of Nitrogen Dioxide is also an issue for the corridor.

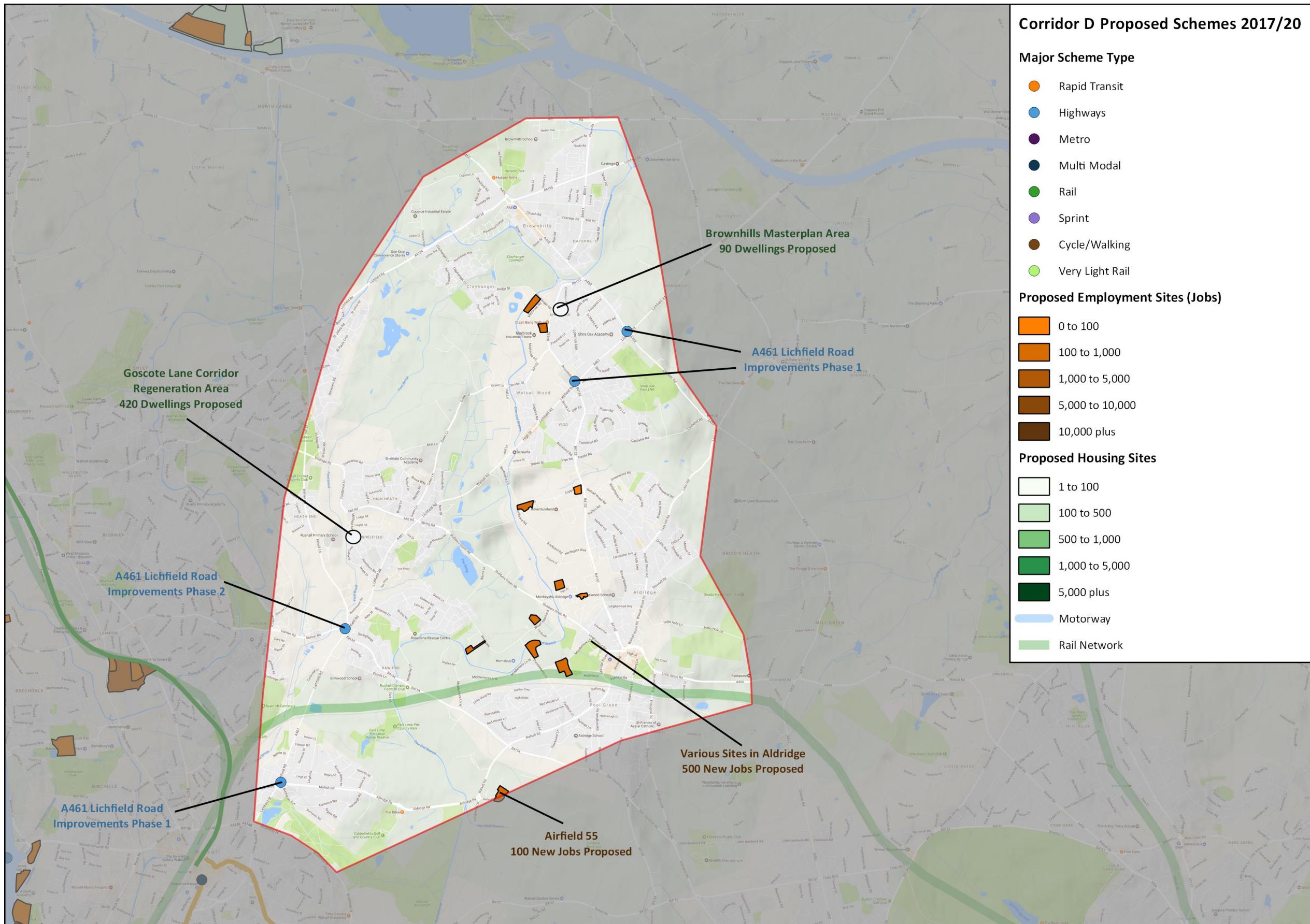
## Planned and Proposed Schemes

- In light of these issues a number of transport schemes are committed or proposed.
- **Road and Freight** - Better use of the M6Toll to the north of the corridor and longer term improvements to the A5 as an Expressway will help reduce pressure on the motorway box.
- **Road** - A461 Lichfield Road junction improvements.
- **Rail - passenger services** - A new station and electrification for Aldridge is the main element of development of the rail and rapid transit network in the next ten years.
- **Rapid Transit / Rail - passenger facilities** - Longer term consideration of the Sutton Park line and the disused Walsall – Lichfield line for new passenger rail services/potential tram-train is also part of the strategic approach. Any Sutton Park line scheme is dependent on rail capacity improvements in the Water Orton corridor and will also need to take into account the continued role of the Sutton Park Line for rail freight.



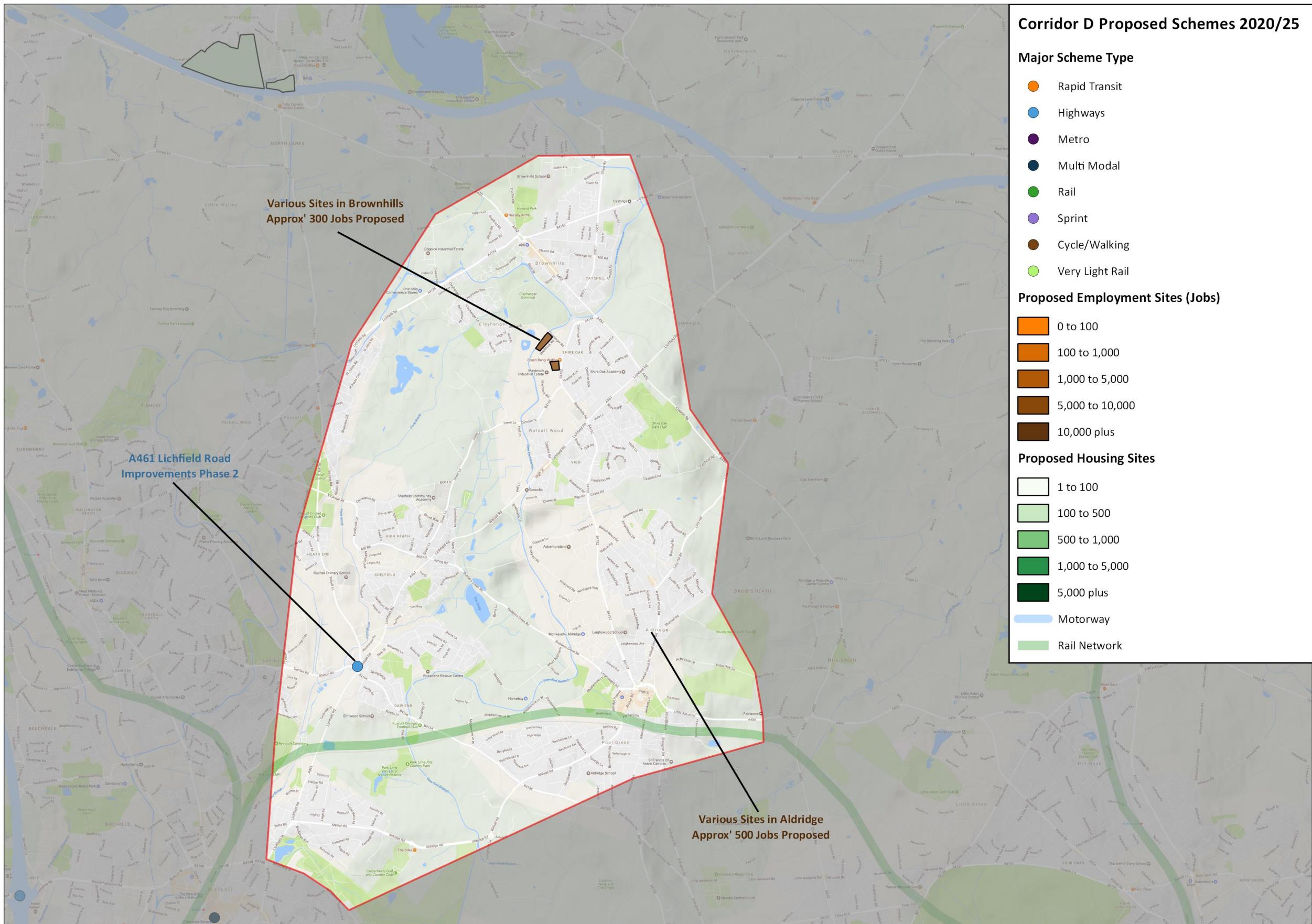
## MOVEMENT FOR GROWTH:

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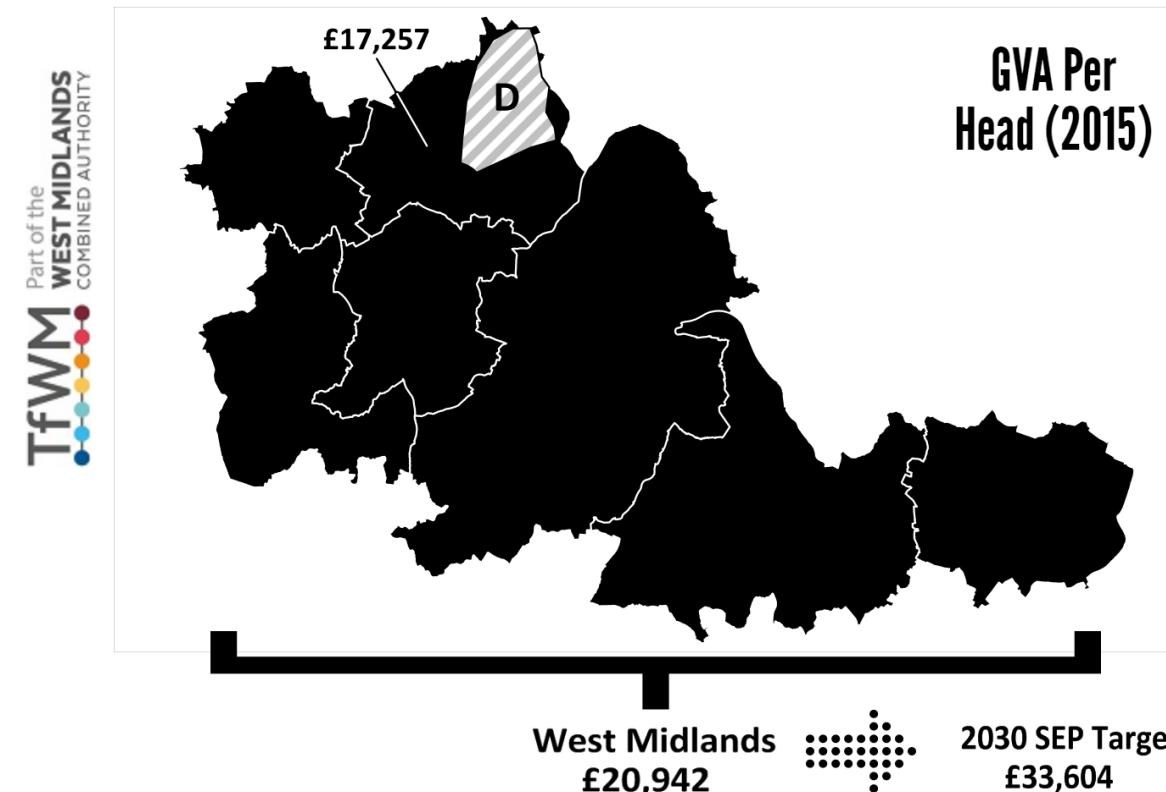


# MOVEMENT FOR GROWTH:

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## Key Statistics



	Corridor D	Met' Area
% unemployed (economically active, aged 16 to 74)	7.4%	9.9%
% households not deprived in any dimension	37.9%	35.2%
% population with no qualifications (aged over 16)	31.1%	29.1%
Average male healthy life expectancy (years)	60.8	59.9
Average female healthy life expectancy (years)	62.2	60.5
% population travelling to work by car	78.5%	66.9%
% population travelling to work by public transport	9%	16.9%
% population travelling to work by bicycle	1.3%	1.7%
% population travelling to work on foot	6.3%	9.4%

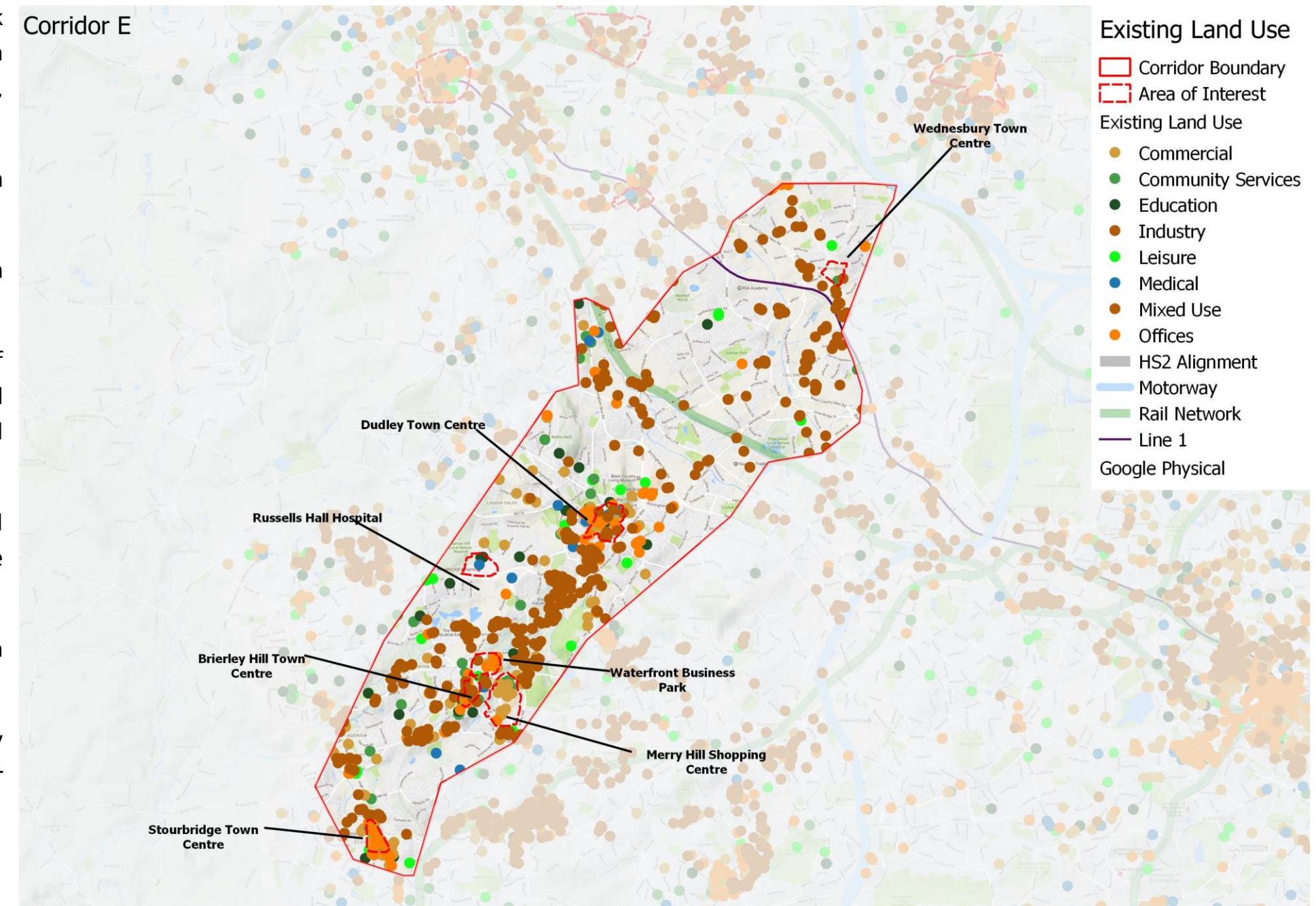
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

- The Walsall – Stourbridge corridor is a key Black Country corridor which connects the strategic and town centres of Walsall, Wednesbury, Great Bridge, Dudley, Brierley Hill and Stourbridge.
- The corridor is based on the partially disused South Staffordshire rail alignment and the parallel A461.
- Whilst the corridor connects to it, Walsall Town Centre is considered as part of Corridor B.
- The corridor contains a significant amount of industrial land-uses as well as range of major retail and leisure uses at Merry Hill, Dudley Town Centre and Stourbridge.
- The Waterfront, Dudley Town Centre and Stourbridge Town Centre also contain commercial office uses.
- Russells Hall Hospital in Dudley Borough is an important hospital located in the corridor
- The corridor is in the Walsall, Sandwell and Dudley Air Quality Management Areas (AQMA), declared for nitrogen dioxide (NO<sub>2</sub>).

### Corridor E

#### Walsall - Brierley Hill - Stourbridge



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

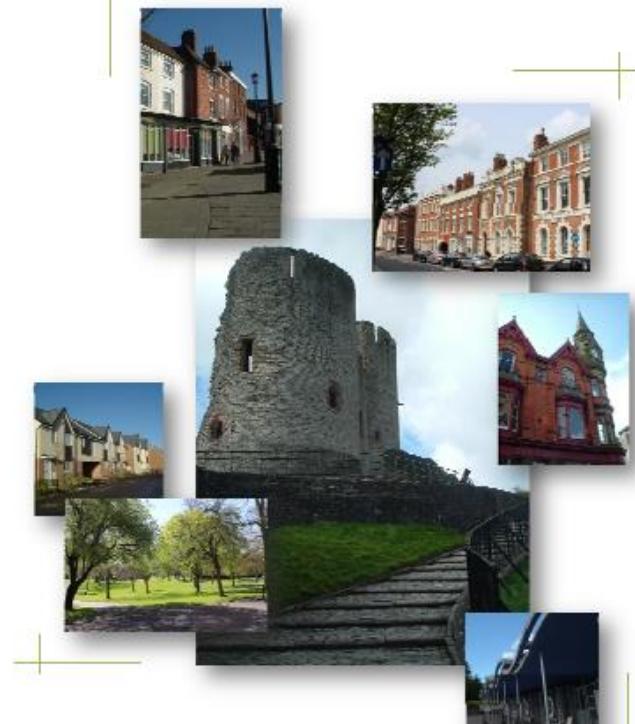
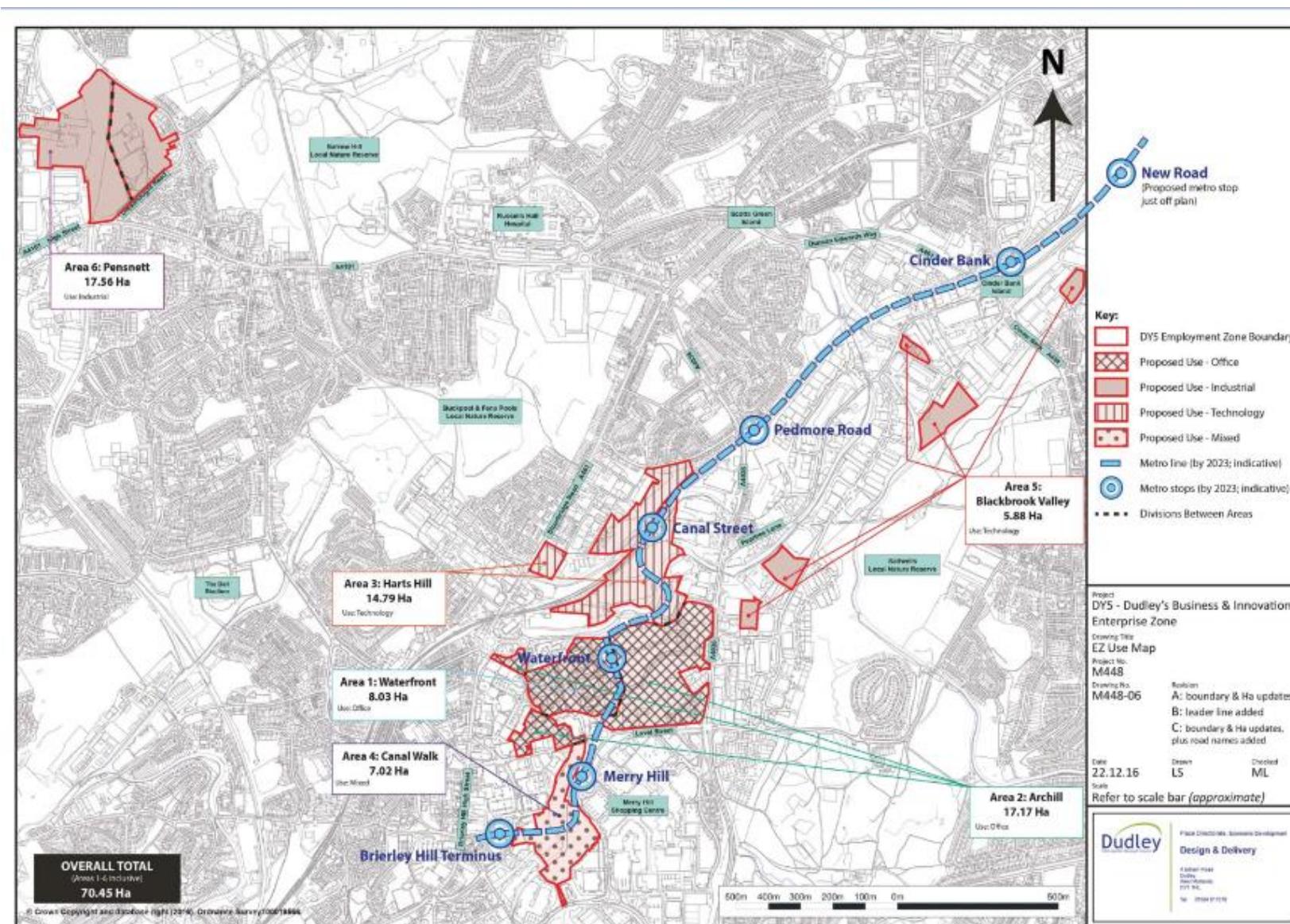
### Corridor Growth and Development

The corridor has significant proposed employment development: 17,000 jobs are proposed for Brierley Hill strategic centre by 2021 in the Brierley Hill Area Action Plan.

Just under 3000 new homes are proposed for Brierley Hill strategic centre, part of wider housing proposals for the corridor as a whole.

This proposed development relates to the new designation as an Enterprise Zone (DY5EP)

There is also significant expansion proposed for Dudley town centre's leisure offer with enhanced roles for Dudley Zoo and the Black Country Living Museum, related to regeneration of the town.



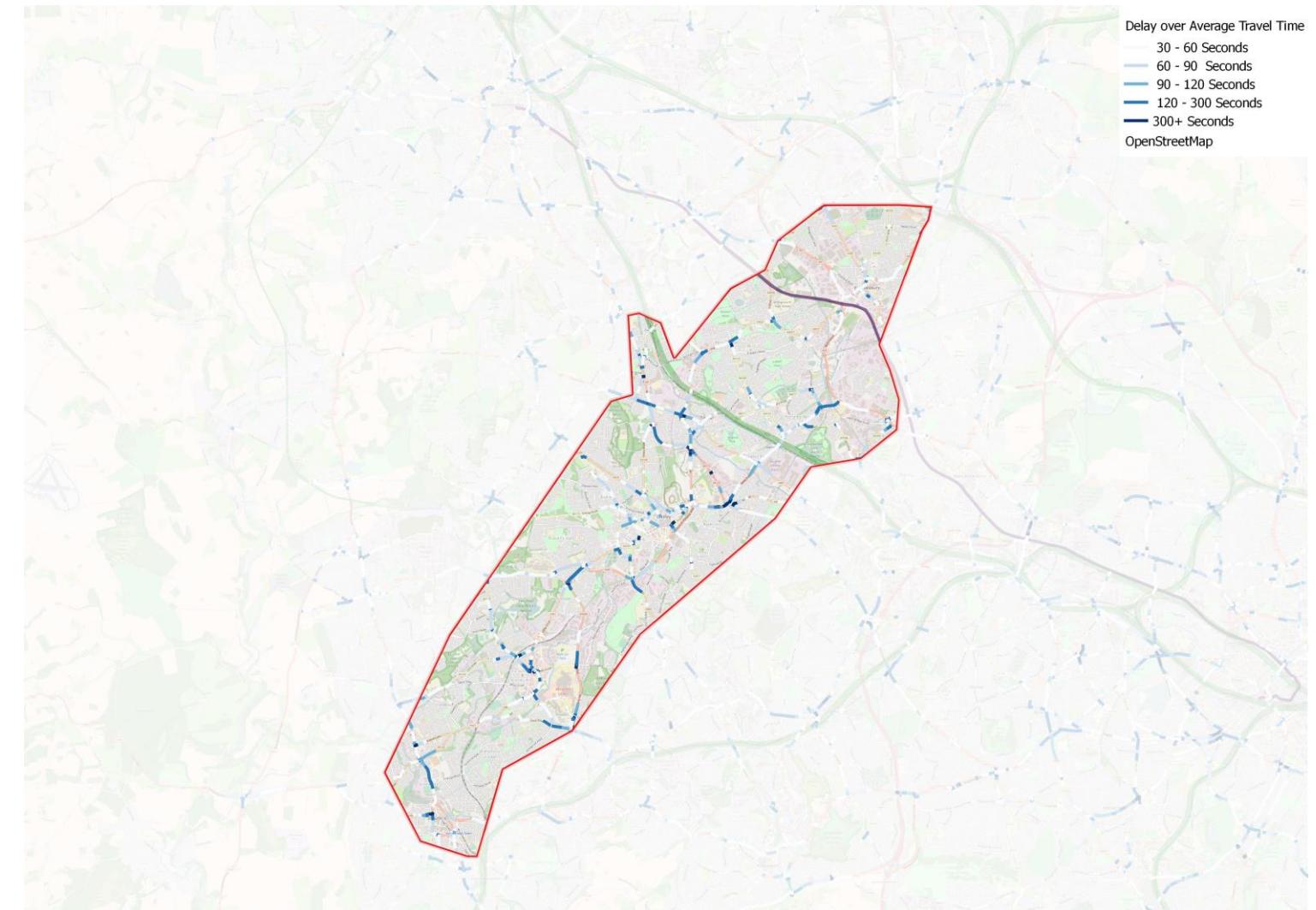
**Dudley Area Action Plan**  
Publication Document November 2015

# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Transport Issues

- The A461, A4101 and the A4123 Key Route Network corridors all experience congestion in peak periods. Core bus routes run on the A461 and A4101 (246, 311, 313), and A4123 (126).
- There is an issue of enabling residents of the corridor to access the new jobs being created in the corridor and beyond, in other corridors across the West Midlands.
- Sub-regional access to Russells Hall Hospital in the corridor is an important issue as is the need to reduce emissions of Nitrogen Dioxide is also an issue for the corridor.

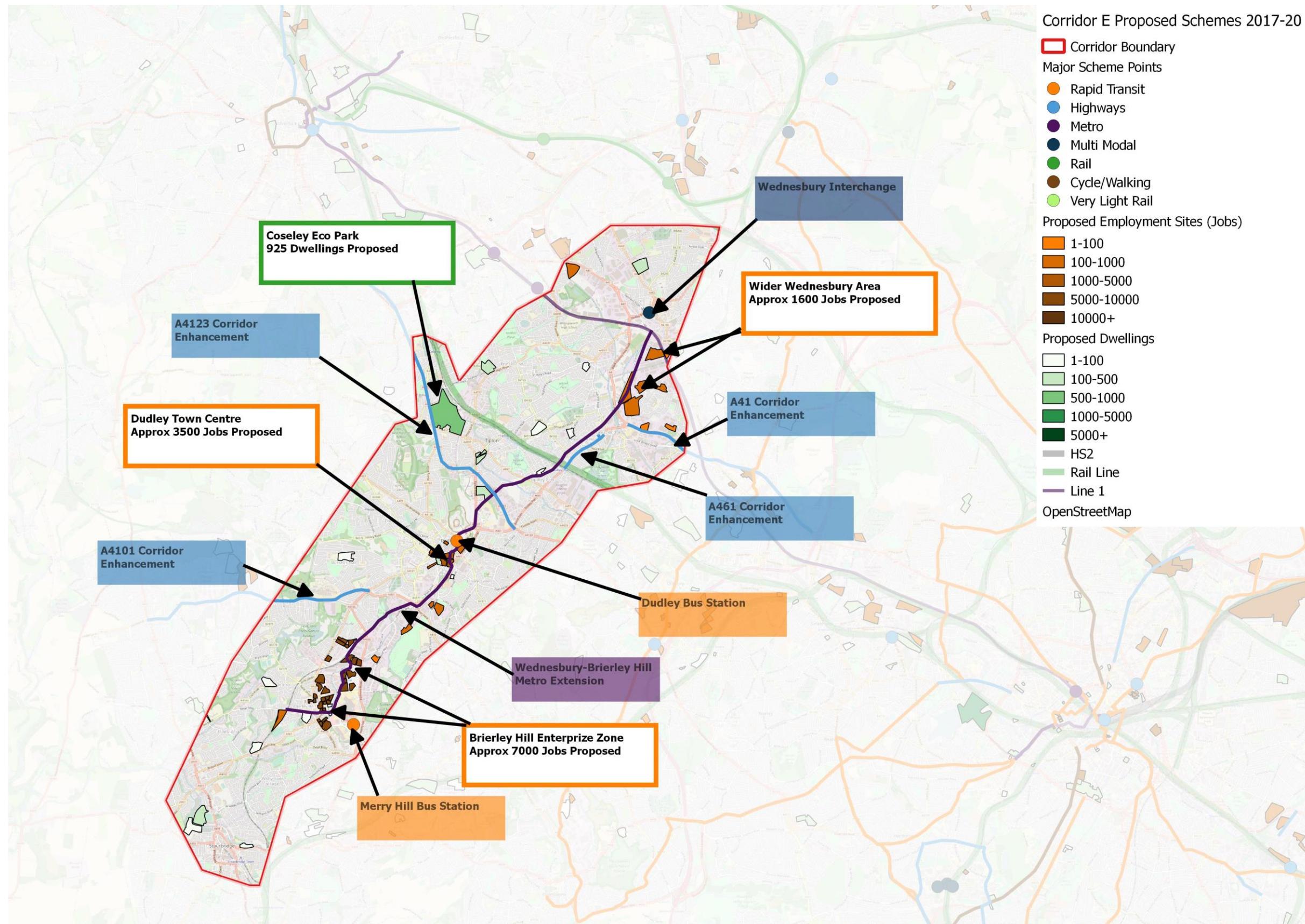


### Planned and Proposed Schemes

- **Rail - passenger improvements** - Improvements to Dudley Port station /metro interchange.
- **Rapid Transit** - Wednesbury – Brierley Hill metro, with supporting highway infrastructure corridor improvements and pedestrian / cycle access improvements to stations.
- This will be followed by a later scheme to connect Walsall with Stourbridge, potentially using tram-train technology in light of experience of this mode with the Sheffield – Rotherham trial. This will be compatible with rail freight movements to Round Oak.
- A SPRINT extension of the Hagley Road scheme to Dudley is proposed, alongside longer term rapid transit connecting Russells Hall Hospital with Dudley and Brierley Hill.
- **Bus - quality and reliability** - Dudley bus station re-development as an effective interchange with Metro, integrated with the wider town centre regeneration proposals.
- **Road** - Brierley Hill main centre improvements, including Merry Hill and Waterfront improvements will assist bus/rail integration.
- **Active Travel Provision** - The A4101 /A461 strategic highway corridor enhancement and the A4123, whole route corridor improvement, with improvements to address general highway capacity at key junctions, bus journey time reliability, road safety, and pedestrian and cycle facilities. There are also similar schemes for the A461 and A457.
- A Dudley Town Centre area wide 20 mph zone with supporting traffic management measures is incorporated within the Dudley Area Action Plan.

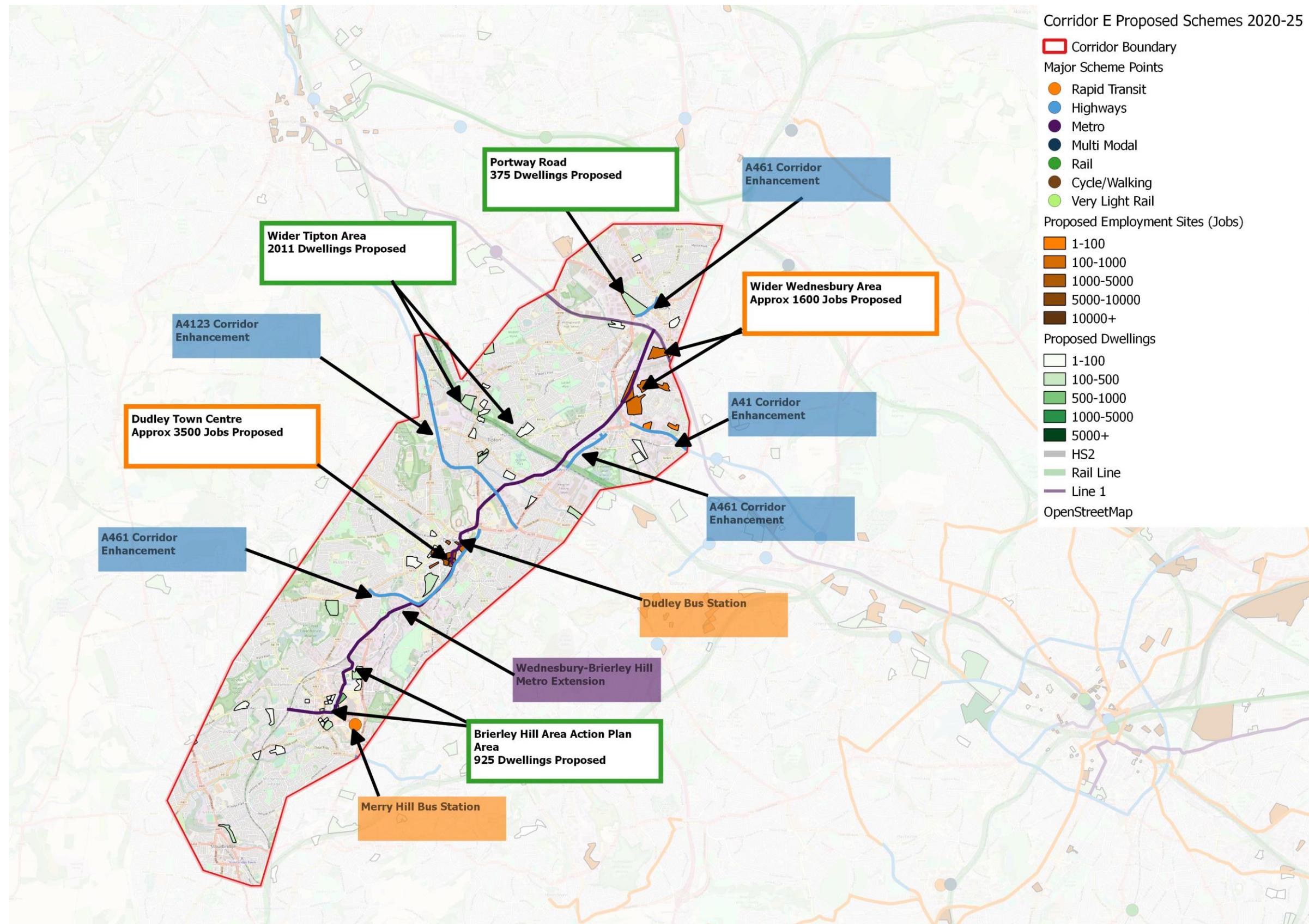
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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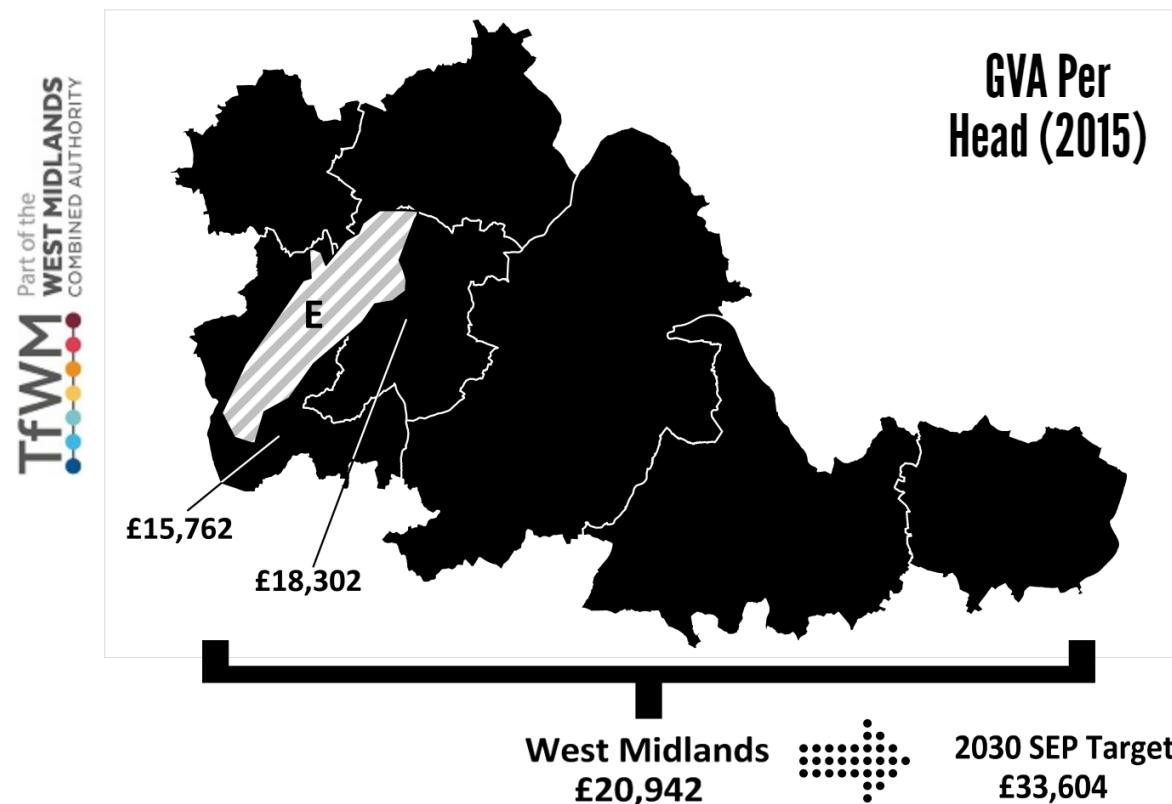
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics



	Corridor E	Met' Area
% unemployed (economically active, aged 16 to 74)	10.9%	9.9%
% households not deprived in any dimension	31.4%	35.2%
% population with no qualifications (aged over 16)	34.9%	29.1%
Average male healthy life expectancy (years)	58.6	59.9
Average female healthy life expectancy (years)	59.4	60.5
% population travelling to work by car	70.7%	66.9%
% population travelling to work by public transport	12.9%	16.9%
% population travelling to work by bicycle	1.7%	1.7%
% population travelling to work on foot	10.5%	9.4%

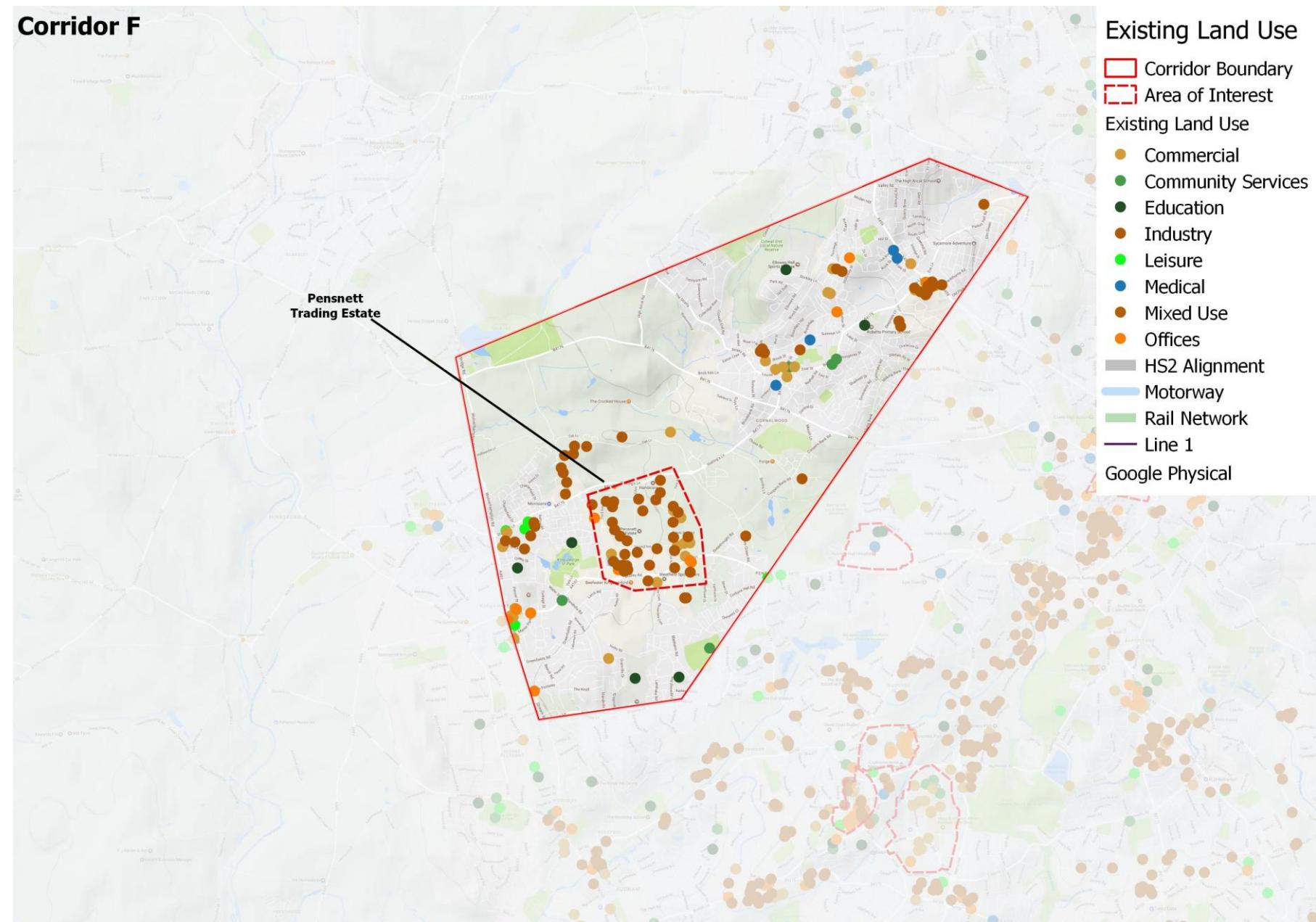
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor F

#### Kingswinford - Dudley

- The Kingswinford – Dudley corridor covers the Pensnett area and its connections to the A4123 at Upper and Lower Gornal and east to Dudley in Corridor E.
- The A4101 connects Pensnett with Dudley and Russells Hall Hospital. The A491 borders the corridor to the west and connects the corridor at Kingswinford to Stourbridge to the south and Wombourne and onto Wolverhampton to the north.
- The 222 core bus route links Russells Hall Hospital with Dudley and Brierley Hill.
- The corridor includes the Pensnett Trading Estate: a major Black Country centre of employment
- The Pensnett Estate is one of the largest secure industrial estates in Europe, comprising of 185 acres and home to almost 200 companies. The estate offers a range of business accommodation including warehouse/industrial units, offices and starter units for new businesses
- The corridor is in the Dudley Air Quality Management Area (AQMA), declared for nitrogen dioxide (NO<sub>2</sub>).



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor Growth and Development

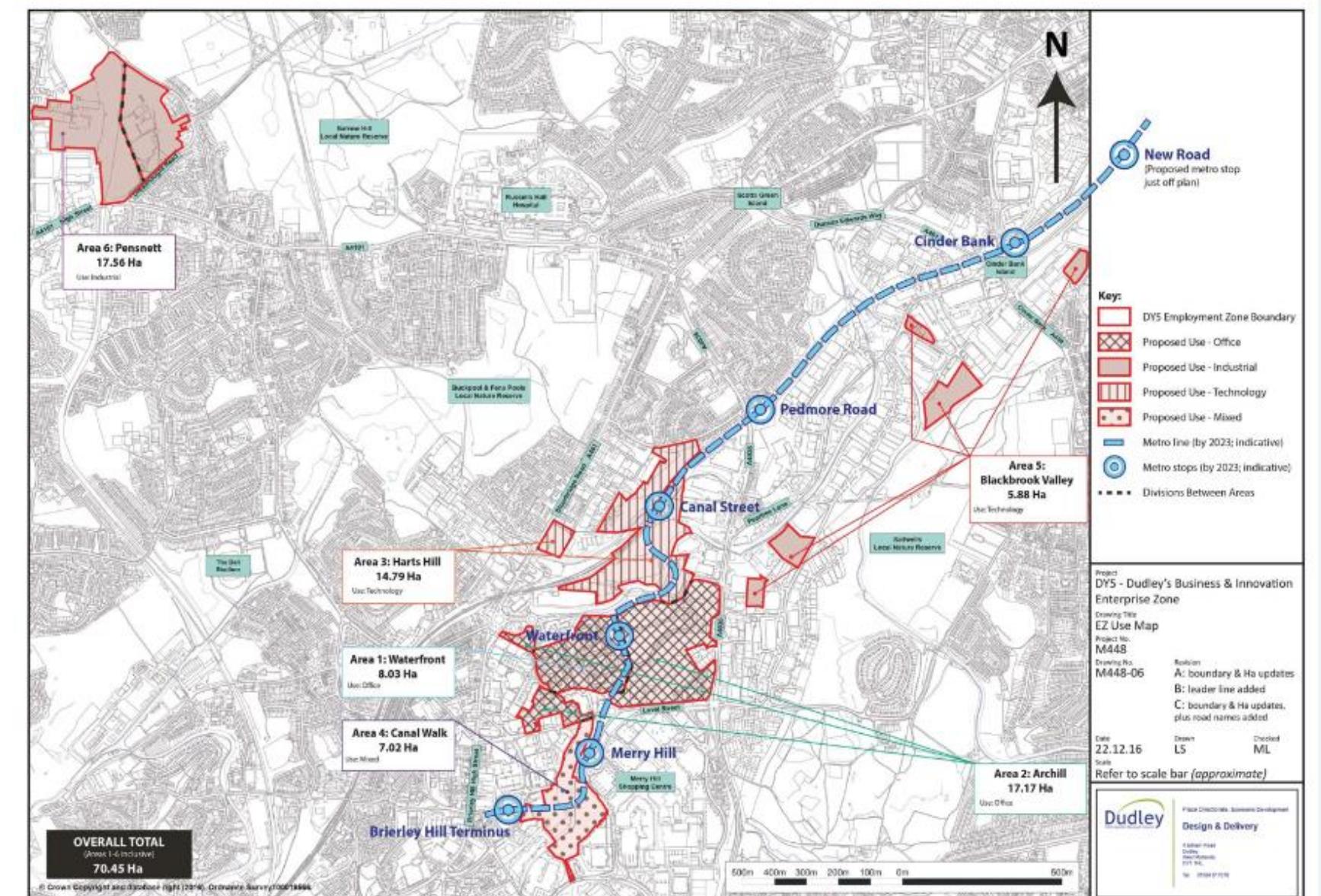
The corridor is partly covered by the new DY5 Enterprise Zone (Shown to the right).

Pensnett Trading Estate is one of Europe's largest secure industrial estates and is the focus of new high technology and modern manufacturing.

Just under 1,500 new jobs are proposed in the Pensnett area.

550 new homes are proposed in the Pensnett area.

The corridor also contains a number of small housing growth sites which will be delivered over the period covered by the plan.



# MOVEMENT FOR GROWTH:

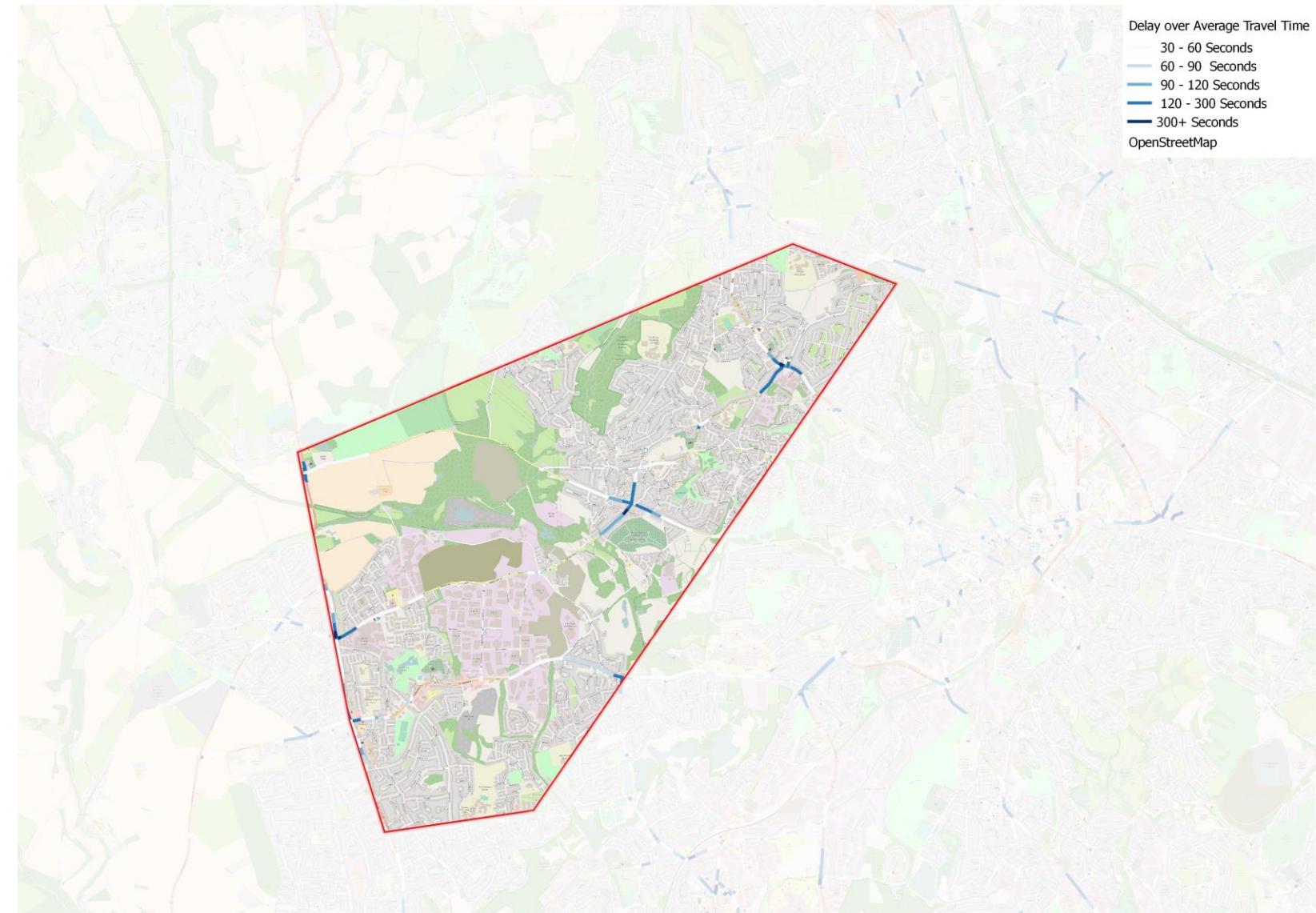
## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - Access from Pensnett Industrial Estate to national motorway network via the M5 Junction 2 and M6 Junction 10 needs improvement.
- **Air Quality** - The need to reduce emissions of Nitrogen Dioxide is also an issue for the corridor.

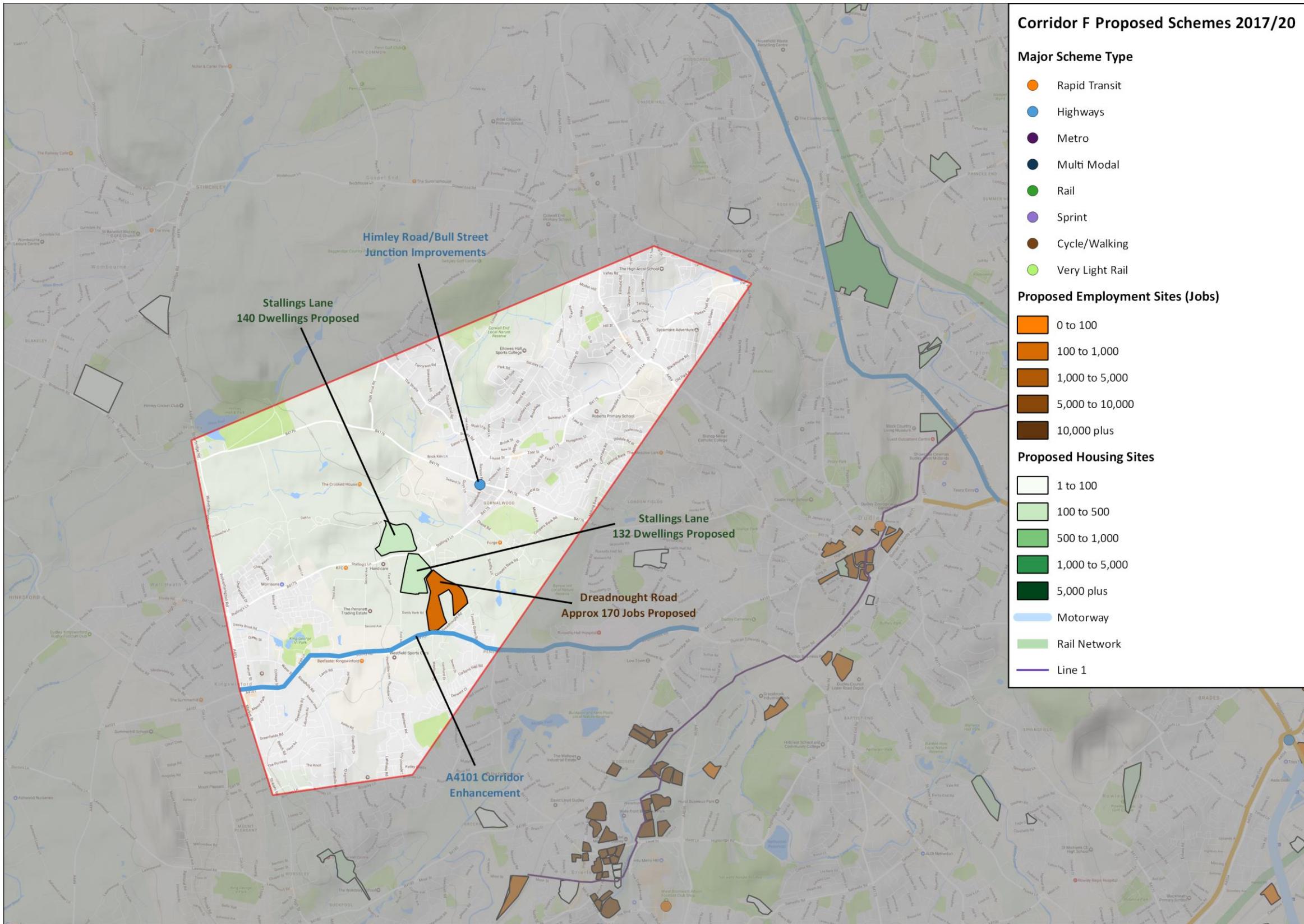
### Planned and Proposed Schemes

- In light of these issues, a number of transport schemes are committed or proposed.
- **Road** - Pensnett High Street A4101 highway improvement is programmed to start on site in May 2017.
- Further measures to complement the Pensnett scheme are proposed in the A4101/A461 Strategic Highway Corridor Enhancement.
- A Dudley Borough highway network junction improvement programme and traffic signal upgrade programme will include elements in the corridor, as part of a Borough-wide approach.



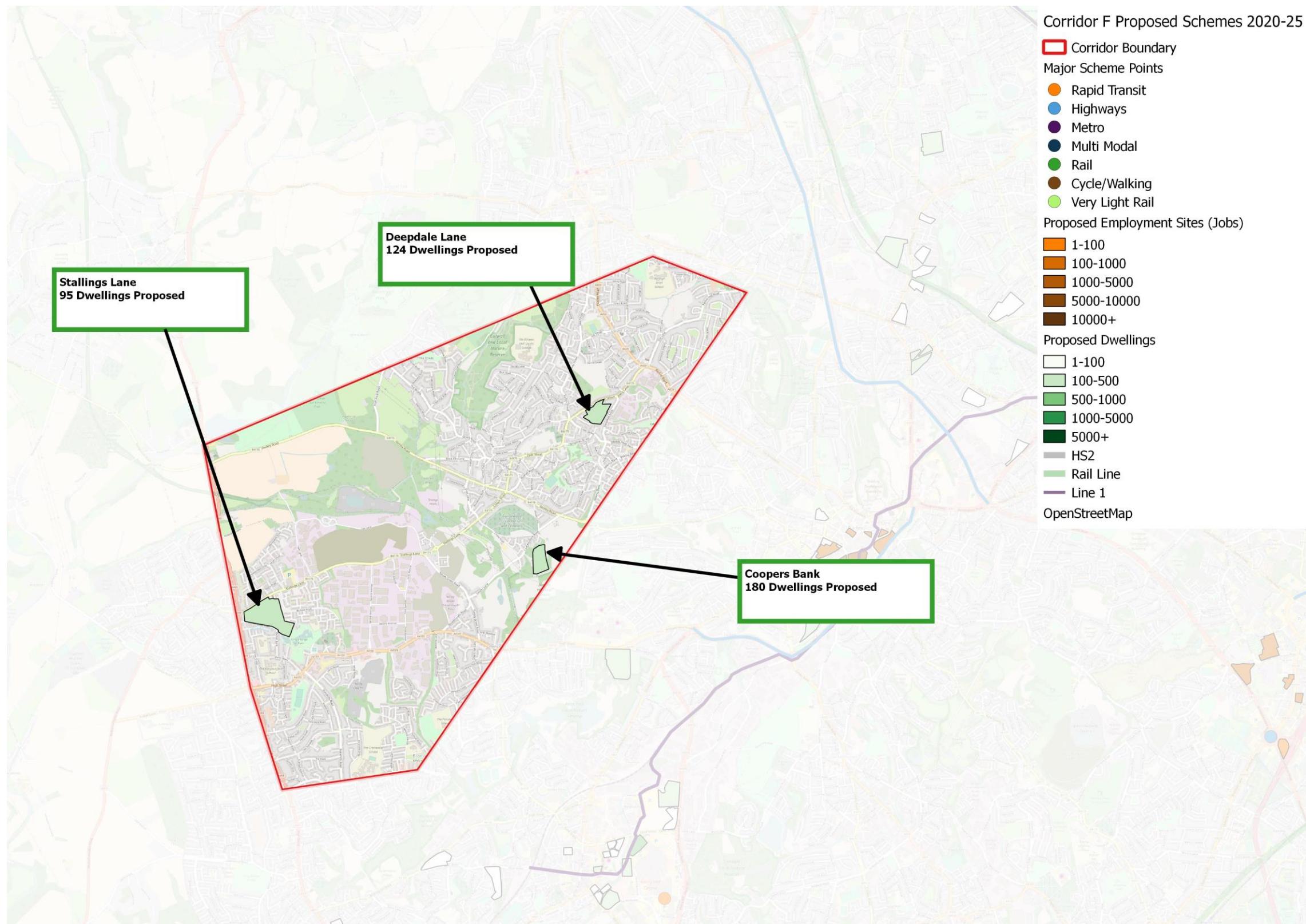
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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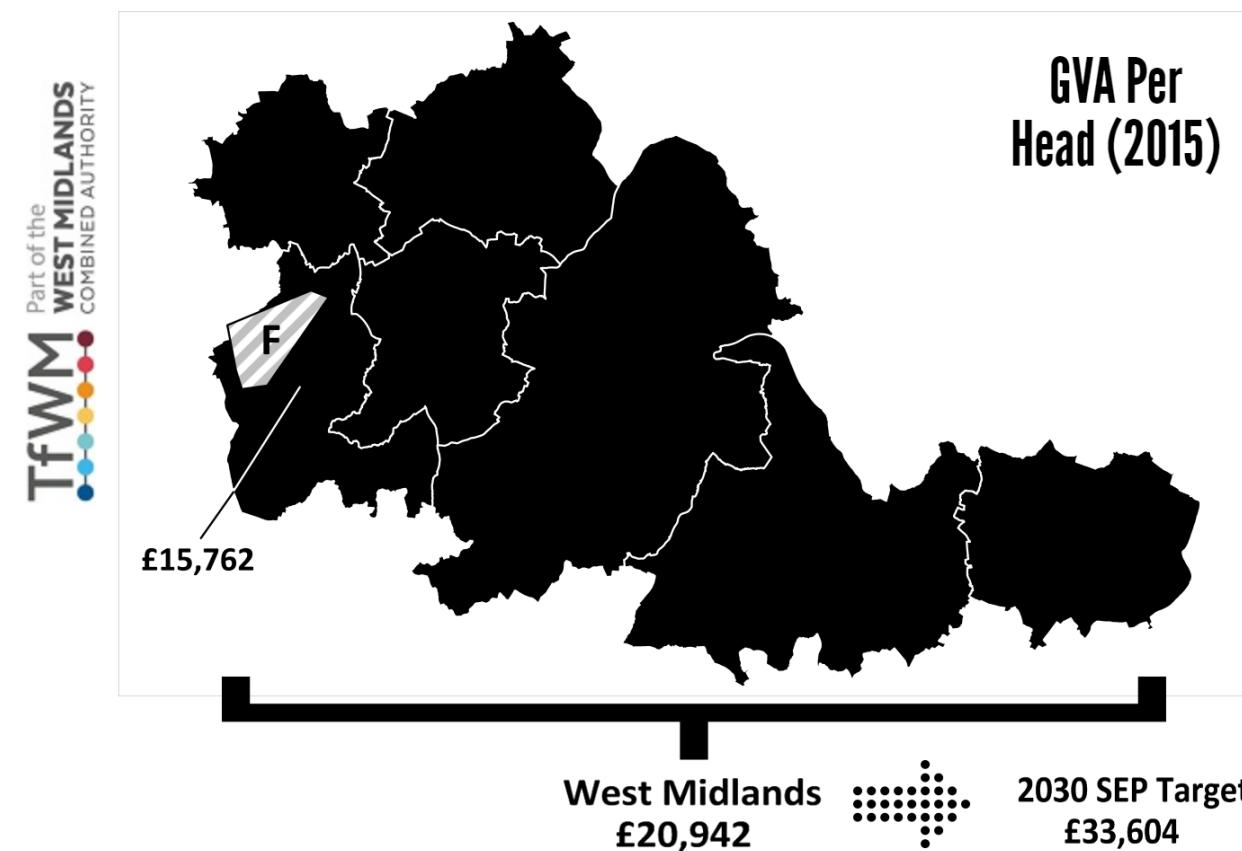
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics

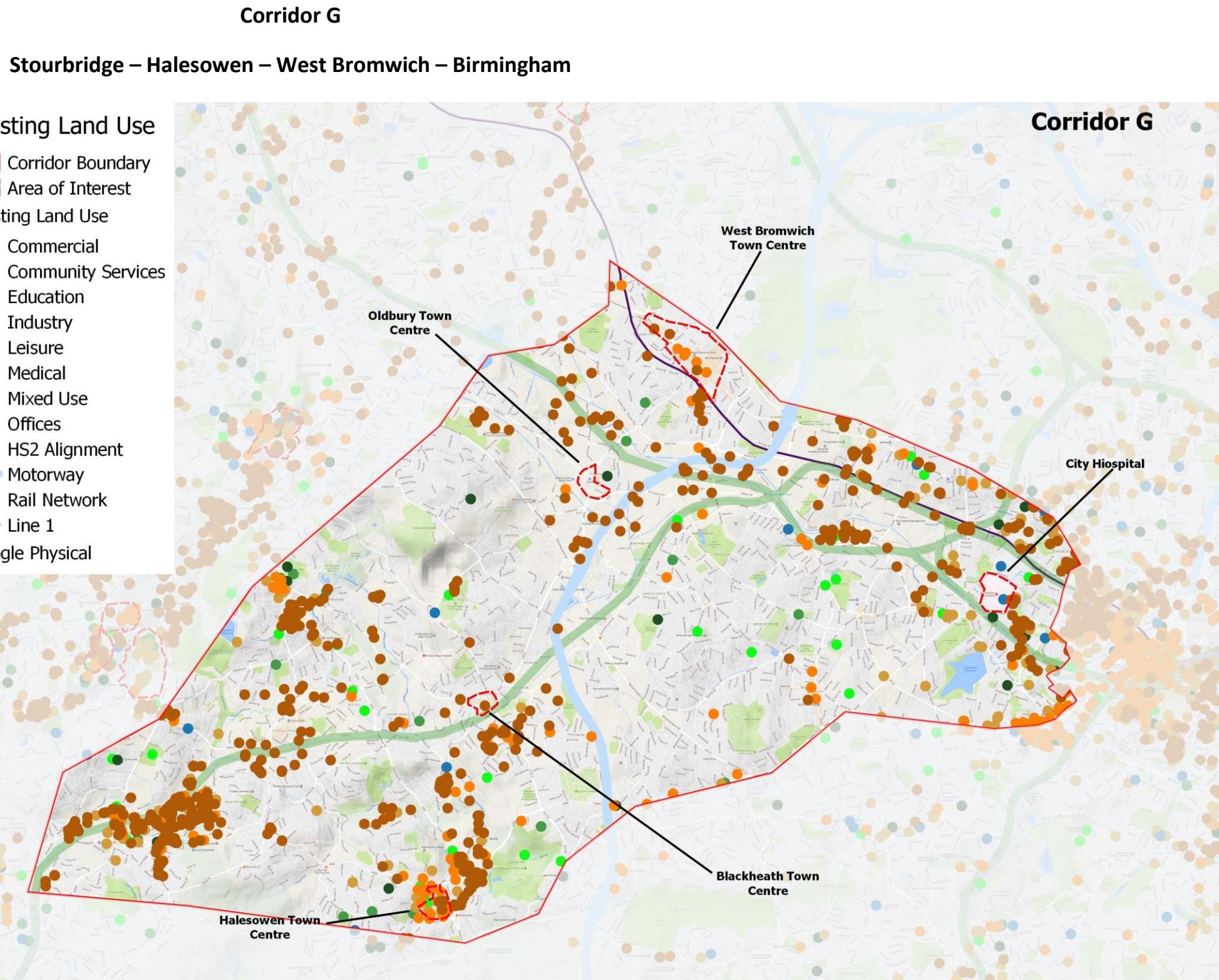


	Corridor F	Met' Area
	6.7%	9.9%
	38.4%	35.2%
	31.1%	29.1%
	61.9	59.9
	62.3	60.5
	79.5%	66.9%
	8.4%	16.9%
	1.2%	1.7%
	6.4%	9.4%

# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

- The corridor covers the area between Stourbridge and Birmingham City Centre. It includes Lye, Halesowen, Cradley Heath, Rowley Regis, Blackheath, Oldbury, West Bromwich Town Centre, Smethwick, Cape Hill and Icknield Port.
- Central to the corridor is the Stourbridge rail line (Jewellery Line).
- Midland Metro Line One lies in the corridor serving West Bromwich Town Centre.
- The corridor currently includes City Hospital, a major medical facility (A new hospital is being built Grove Lane, Smethwick).
- The corridor contains a significant amount of residential properties as well as industrial clusters in Lye and Cradley Heath.
- The corridor is in the Dudley and Sandwell Air Quality Management Areas (AQMA's) declared for nitrogen dioxide (NO<sub>2</sub>). It is also in the Birmingham AQMA declared for NO<sub>2</sub> and particulates (PM10s).



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

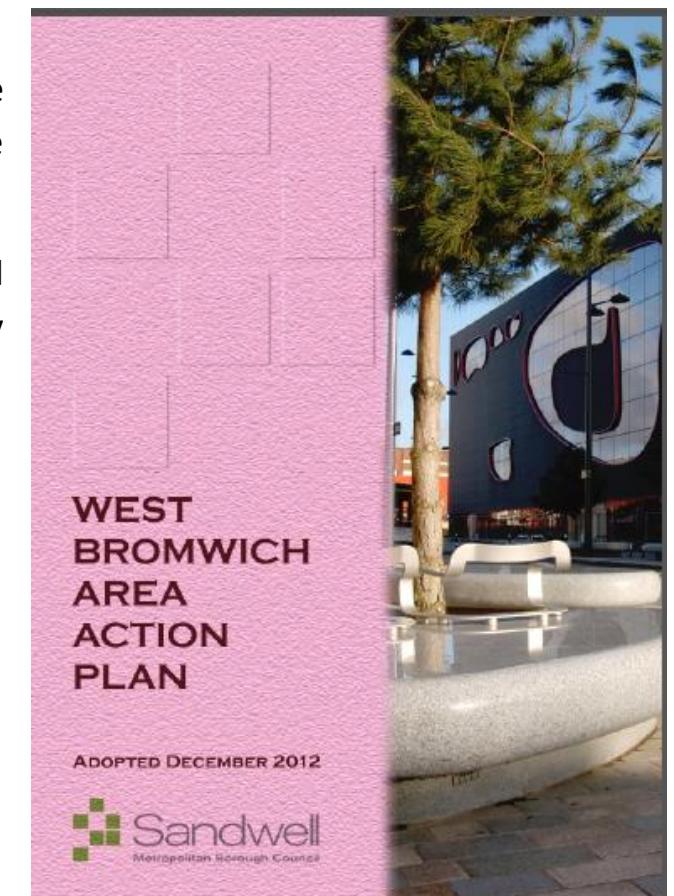
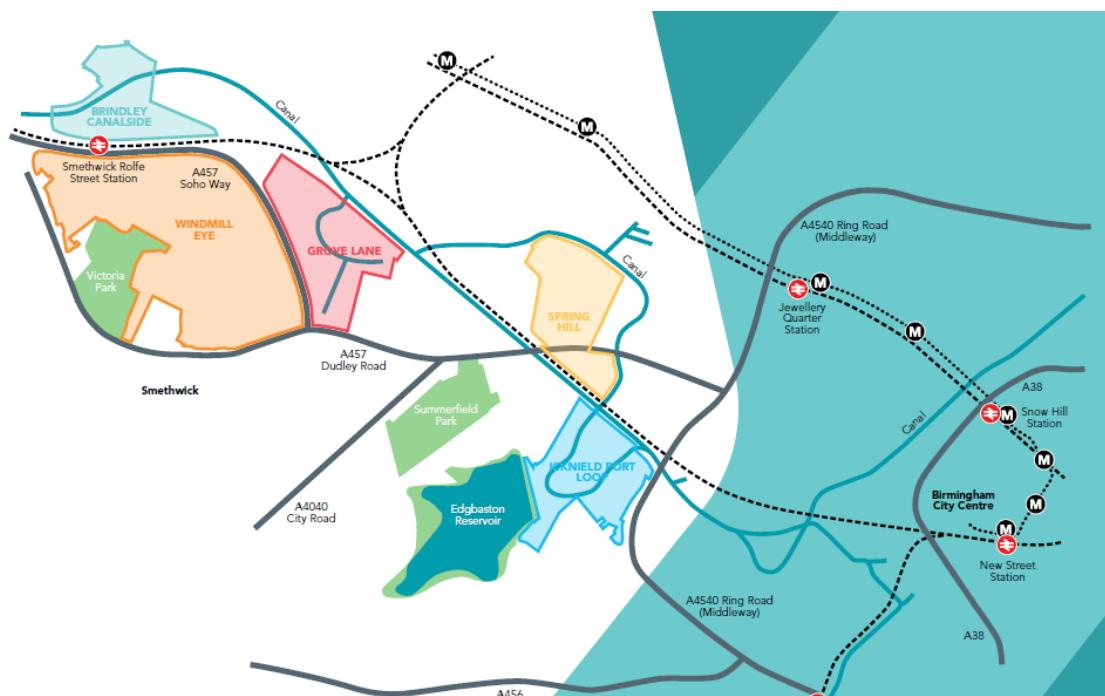
### Corridor Growth and Development

The corridor has several areas for economic development including Black Patch Intervention Area (new industrial floorspace for green technologies and associated manufacturing industries), West Bromwich town centre (25,300 jobs), just under 10,000 jobs in the Oldbury – West Bromwich, Smethwick area and 1000 jobs at Greater Icknield.

The corridor also has much new housing proposed: 2,800 new homes at Greater Icknield, 500 at West Bromwich town centre, 3,400 in the Oldbury – West Bromwich, Smethwick area, 4000 in the Rowley Regis /Cradley Heath area. Just under 500 homes are also proposed in the Halesowen /Coombs Wood area.

The Midland Metropolitan hospital in Smethwick is planned to open in October 2018. The new hospital will offer maternity, children's and inpatient adult services to half a million people. These changes to health provision release land for housing development on the current City Hospital site as part of the overall Greater Icknield Masterplan.

There is also significant new housing proposed in Lye, taking forward Black Country Garden Village proposals.



# MOVEMENT FOR GROWTH:

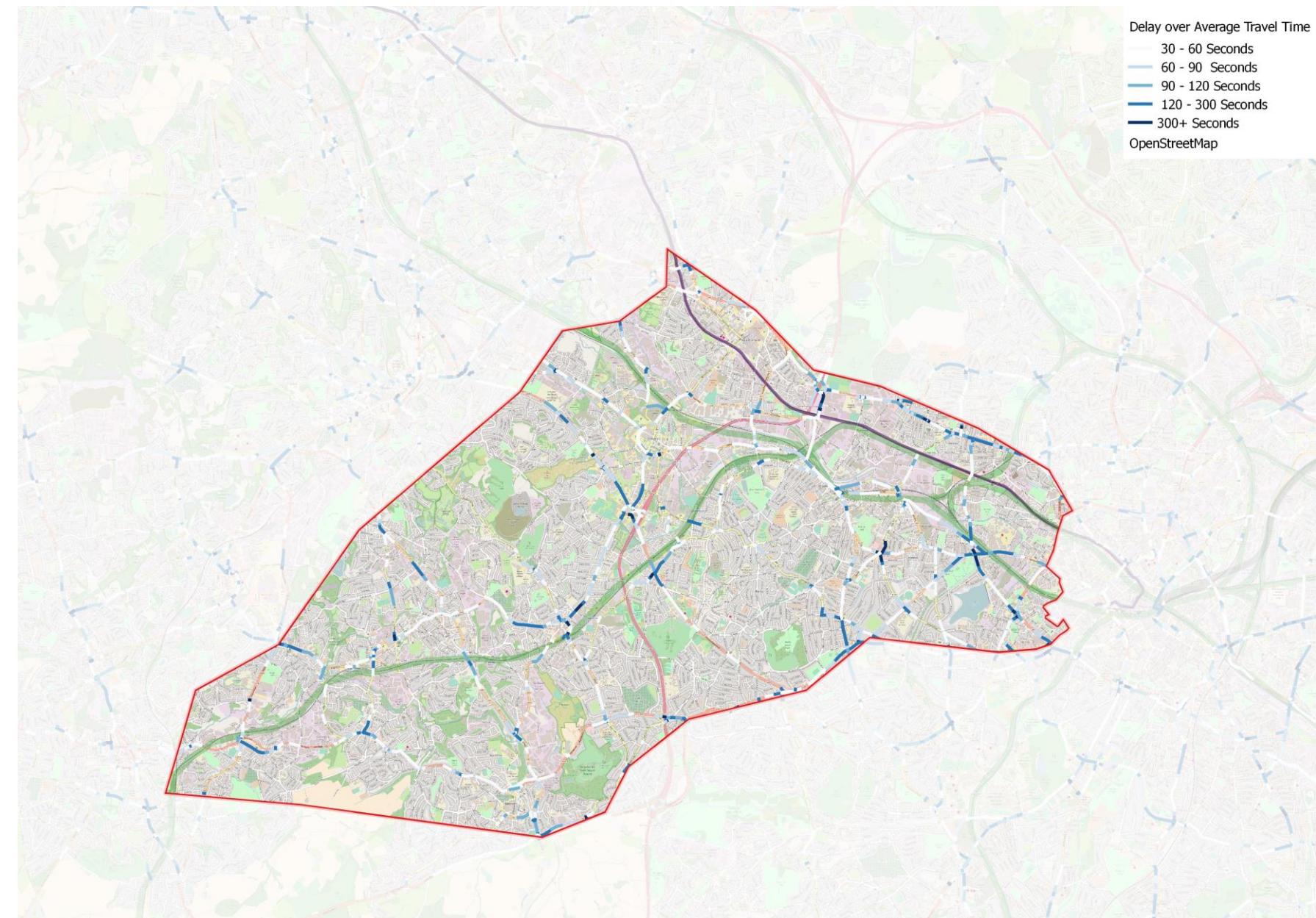
## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - Peak congestion occurs on the A456, A458, A4123, A457, A41, A459, A4700, A4034, B4171.
- **Bus - quality and reliability** - Core bus routes are the 9 on the Hagley Road, 87 on the Dudley Road , 74 on the A41 and 126 on the A4123
- **Air Quality** - The need to reduce emissions of Nitrogen Dioxide and particulates is also an issue for the corridor.

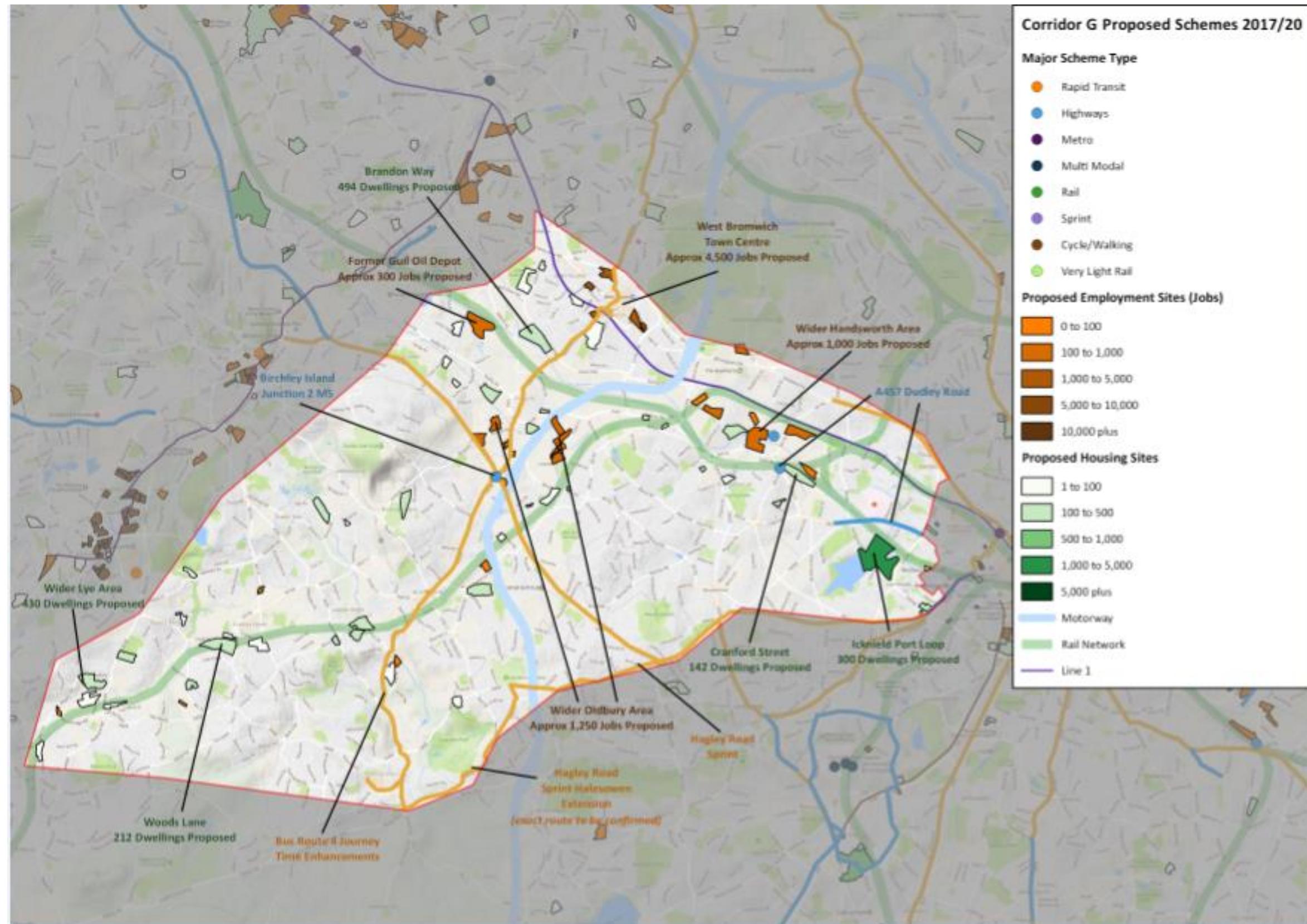
### Planned and Proposed Schemes

- **Road and Freight** - A scheme to improve the two linked junctions at M5 junction 2 is proposed: Birchley Island and the M5 junction 2, with phasing related to the M6 Junction 10 improvement scheme. A later scheme for M5 Junction 1 is also proposed.
- **Rail - passenger improvements** - On the Jewellery Line the need for the Rowley Regis turn back to be incorporated into the Midlands Rail Hub is important for the rail corridor.
- **Rapid Transit** - The Hagley Road SPRINT route is part of a joint scheme with the A45 SPRINT with later extensions to Halesowen and Dudley.
- **Road** - Improvements to the A459 Coombs Road/Dudley Road junction are proposed for delivery in 2017, improving access to Coombswood Business Park and the surrounding housing growth sites. Wider junction improvements on the A458 corridor within Dudley Borough are also proposed, particularly in the Lye area to support significant planned housing growth. Wider improvements to the A457 Dudley Road are also proposed, alongside a route corridor improvement for the A4123. A scheme to support development of the new hospital and wider development is proposed with the A457 Grove Lane/Cranford Road Junction Improvement.
- **Active Travel Provision** - Other junction and route corridor improvements are also proposed.



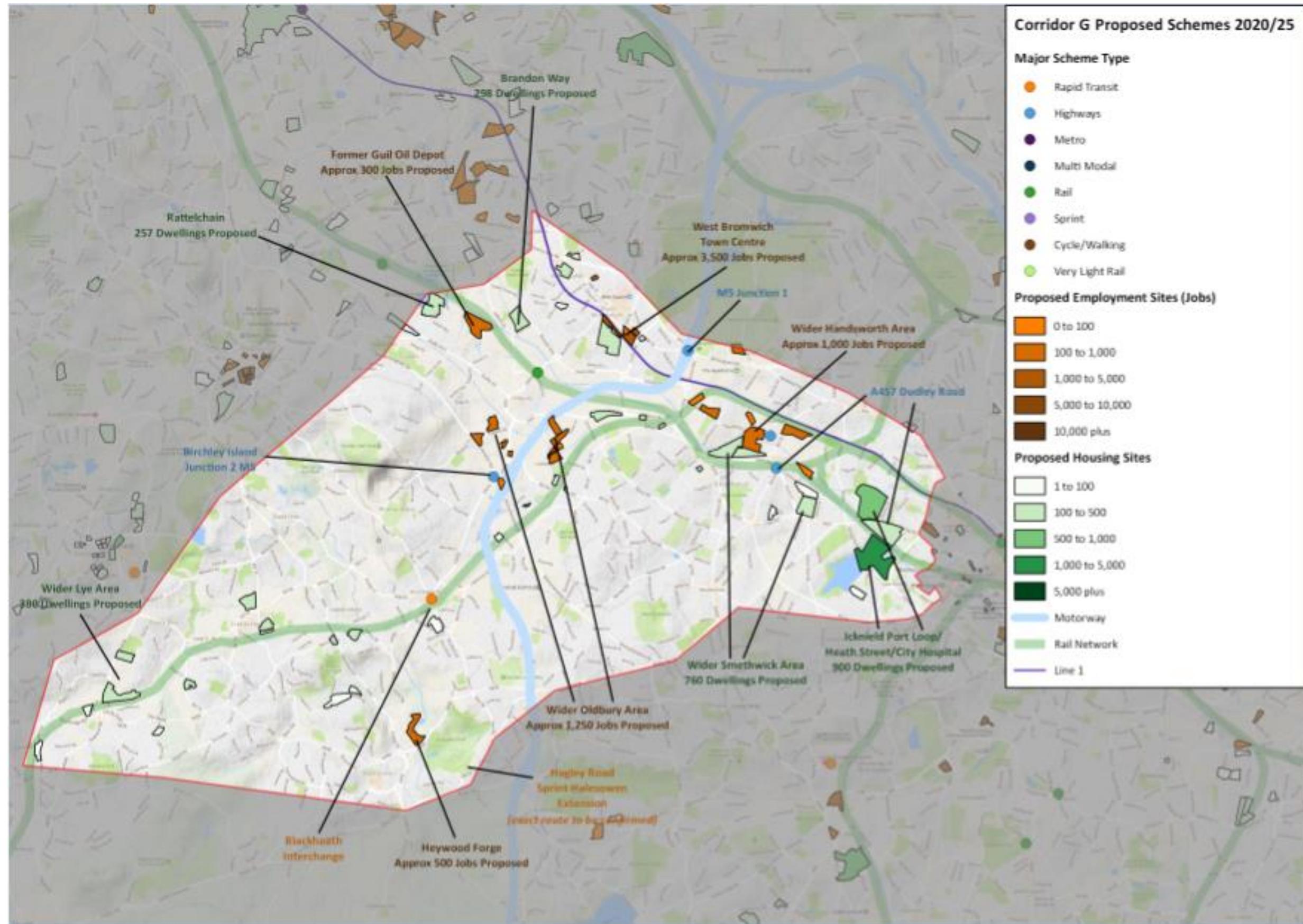
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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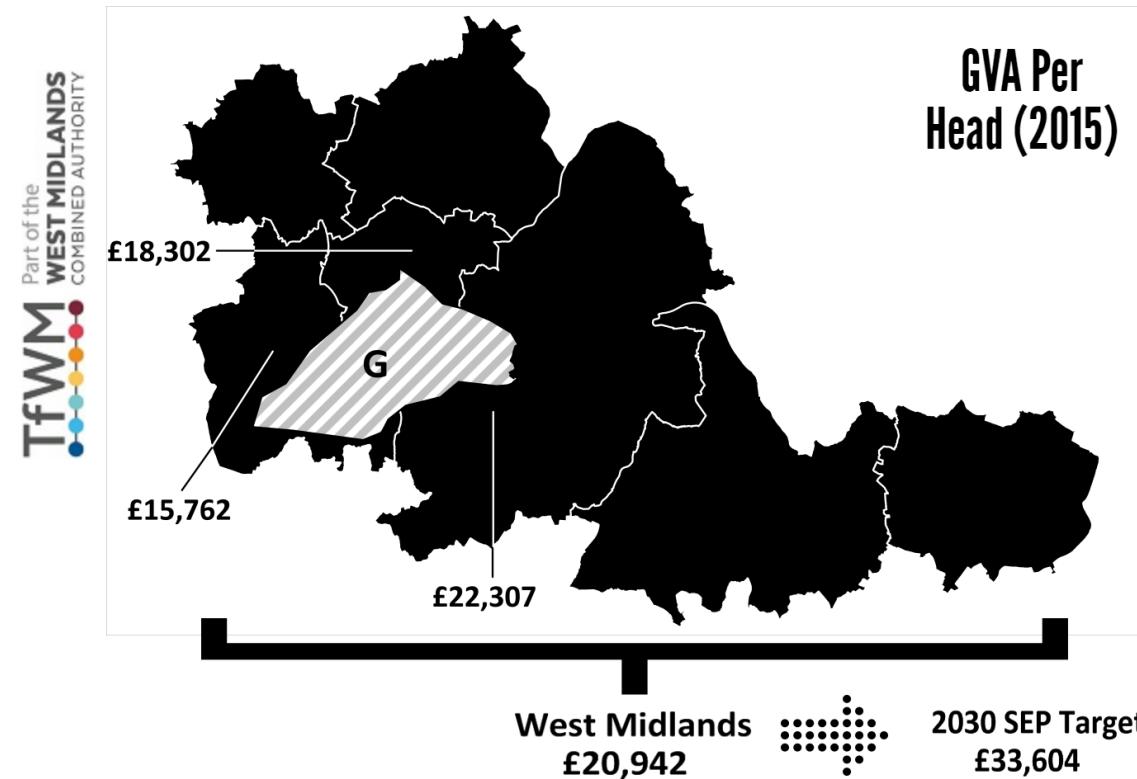
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics

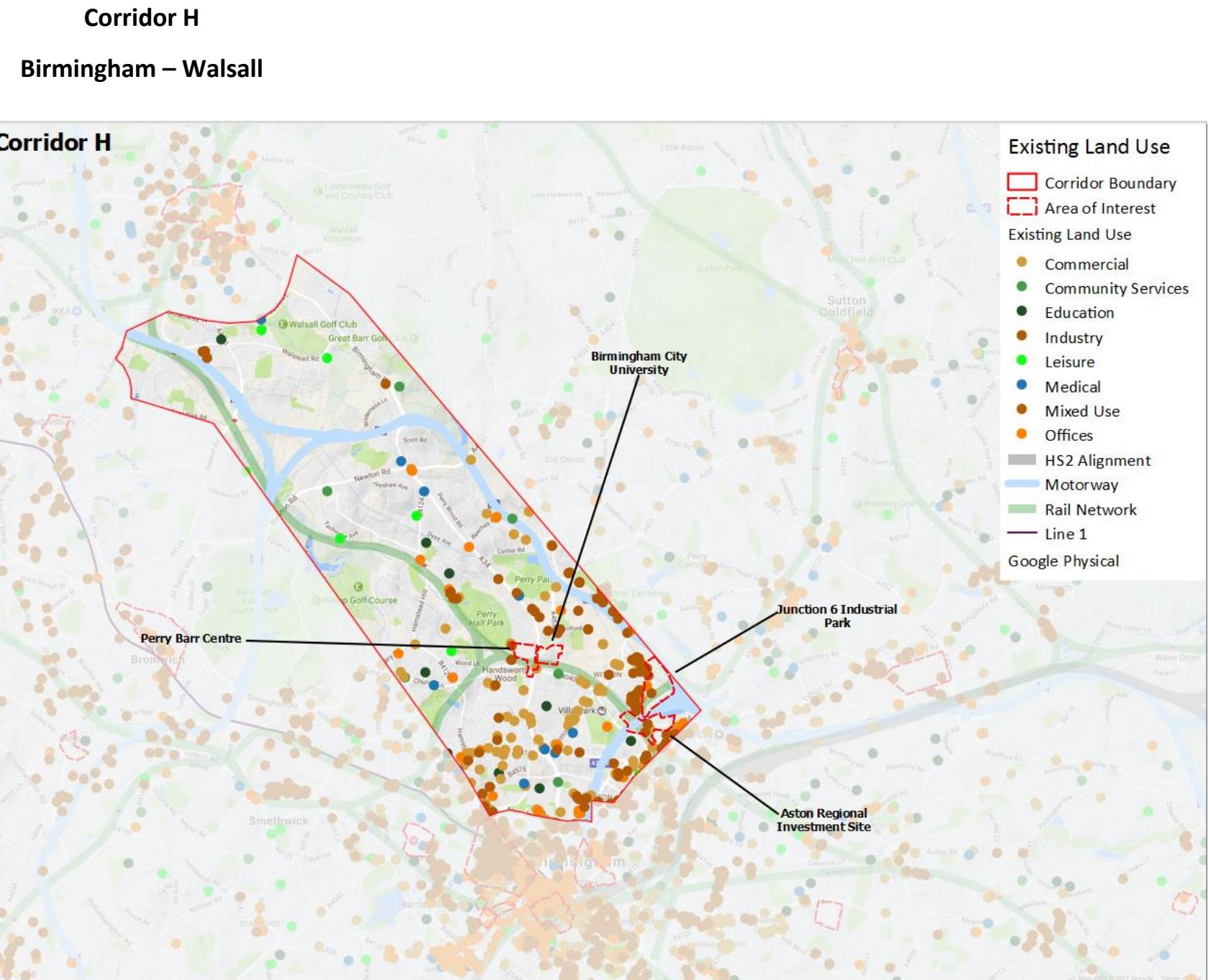


	Corridor G	Met' Area
	% unemployed (economically active, aged 16 to 74) 10.9%	9.9%
	% households not deprived in any dimension 31.7%	35.2%
	% population with no qualifications (aged over 16) 32.4%	29.1%
	Average male healthy life expectancy (years) 59.1	59.9
	Average female healthy life expectancy (years) 59.4	60.5
	% population travelling to work by car 64.5%	66.9%
	% population travelling to work by public transport 19.5%	16.9%
	% population travelling to work by bicycle 1.4%	1.7%
	% population travelling to work on foot 10%	9.4%

# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

- The Walsall – Birmingham corridor covers Newtown, Aston/Lozells, Perry Barr and Great Barr.
- It is based on the A34 Walsall Road, including its connection to the national motorway network at junction 7 of the M6.
- The A38(M) Expressway lies on the border of the corridor with the adjacent corridor J , including Spaghetti Junction, junction 6 of the M6.
- The Walsall rail line lies predominantly in the corridor with stations at Duddeston, Aston, Witton, Perry Barr, Hamstead, Tame Bridge Parkway, Bescot and Walsall.
- The Aston, Newtown and Lozells Area Action Plan sets out proposed housing and employment development in the inner Birmingham section of the corridor.
- New employment is focused on the Advanced Manufacturing Hub Regional Investment Site in East Aston and Nobel Way near Perry Barr District Centre.
- Perry Barr/ Birchfield District Centre is identified as a major growth point by Birmingham City Council. This area is undergoing significant change with the arrival of Birmingham Wholesale Markets (opening 2017) and departure of Birmingham City University (relocating to Eastside campus in the city centre).



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor Growth and Development

#### Advanced Manufacturing (and wider AAP Area)

The Advanced Manufacturing Hub is a 20 ha Regional Investment Site in East Aston/ Tame Road area with the potential to create over 3000 jobs. The Hub on Nobel Way, Witton is also being developed for employment uses including Birmingham Wholesale Markets.

786 new homes are proposed in the Aston, Newtown and Lozells Area Action Plan (AAP).

#### Food Hub

The Food Hub concept is part of the former IMI site in north Birmingham, which provides over 36 hectares of prime industrial land that has excellent access to the good transport links, customers and a sizeable labour pool. The Food Hub will provide the opportunity to combine manufacturing, associated Research & Development (R&D), and distribution in a nationally attractive location for companies looking to locate at the heart of the UK's food and drink sector.

Owned by IM Properties the site has planning permission for light industry, general industry and storage and distribution uses. It offers the flexibility of accommodating a range of different size units up to 70,000 sqm that could be used for production, processing, packaging and distribution. In total the Food Hub could accommodate more than 140,000sqm of new floor space.



#### Perry Barr

Perry Barr District Centre is a Birmingham City Council major growth point with potential for development over a total of 30 hectares.

## MOVEMENT FOR GROWTH:

### Ten Year Delivery Plan

#### Transport Issues

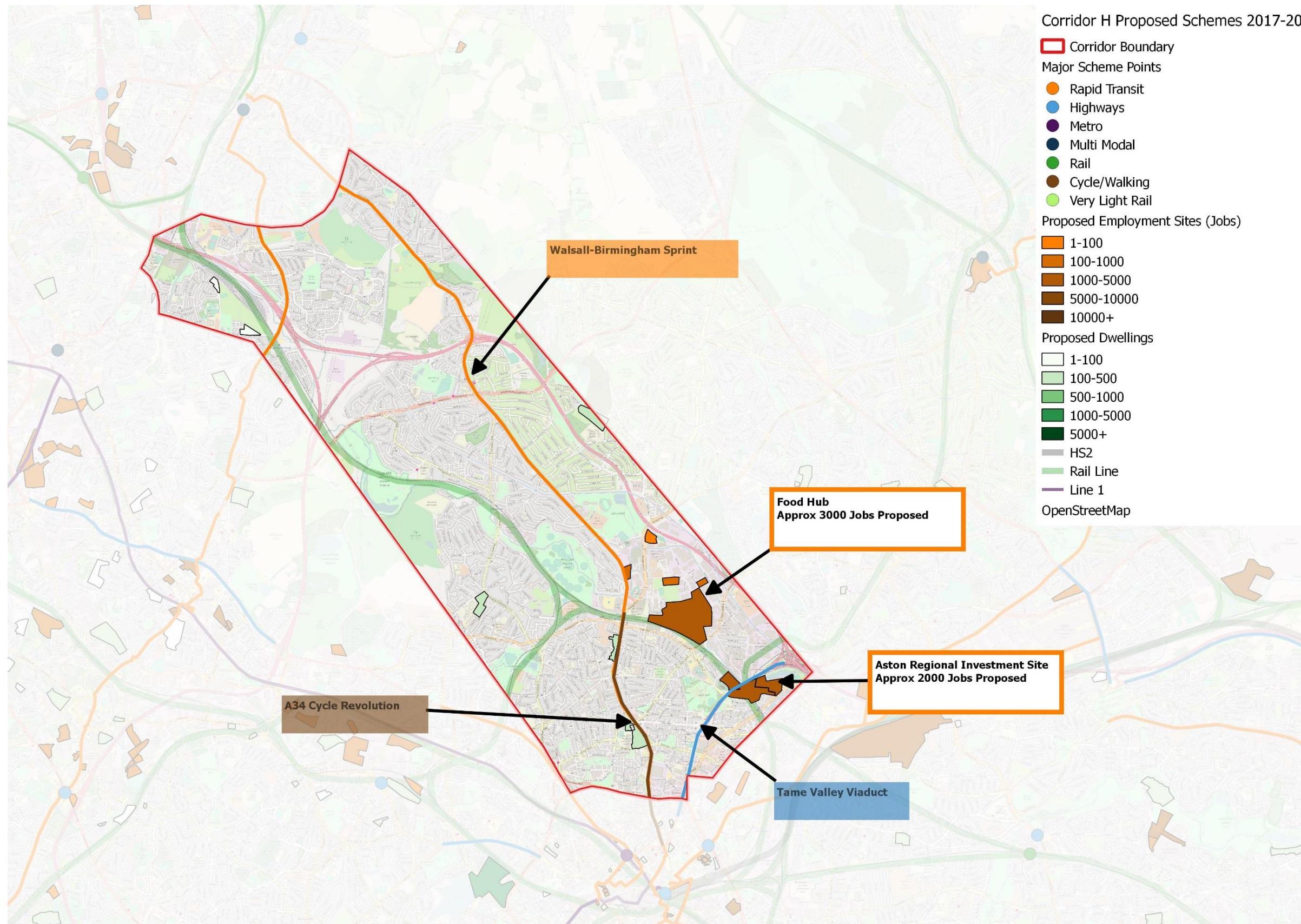
- **Network Resilience** - This corridor provides a key connection to the M6 and M5 and between Birmingham and the Black Country. However, it is impacted by severe congestion on the Motorway Box and by our long term network resilience issues. Identifying future strategic park and ride opportunities will be crucial in reducing these pressures. The A34 forms part of the West Midlands Key Route Network.
- **Rail – passenger facilities** - Delivering wider rail improvements, including Perry Barr Station, are important to tackle congestion and wider access issues across the corridor.
- **Bus – quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with the introduction of higher quality, express buses and infrastructure upgrades. However, congestion and reliability are still issues at peak times.
- **Air Quality** - Parts of the corridor are in the Birmingham and Walsall Air Quality Management Area (AQMA) declared for NO2 and PM10
- **Road Safety** - The Road Safety Strategy for Birmingham highlights Perry Barr as an area with a higher concentration of KSI (Killed and Seriously Injured) casualties (based on 2008-2012 data).

#### Planned and Proposed Schemes

- **Rail - freight** - The future role of Bescot as a new Intermodal Rail Freight Interchange needs to be developed.
- **Rail – passenger Capacity** - Need to maximise new rail capacity opportunities from the Chase Line electrification and the new West Midlands Rail Franchise. New peak-time direct national rail services between Walsall and London are included within the West Midlands Rail franchise Invitation to Tender (ITT).
- **Rapid Transit and Interchanges** - Sprint routes include an A34 focused route to Birmingham City Centre. A significant scheme to improve Perry Barr bus and rail interchange is proposed allowing better connections for passengers as well supporting the long term development of One Stop Shopping Centre and the redevelopment of the BCU campus.
- **Active Travel provision** - Birmingham Connected includes a vision for ‘Green Travel Districts’: a concentration of people living and working in an environment where people are put before cars, where residents, workers and visitors can safely walk, cycle or take public transport. 11 locations were proposed, including 1 in this corridor: Perry Barr.
- The metropolitan strategic cycle network in the strategic transport plan has a link from Birmingham to Walsall with a spur at Perry Barr, and a link from Birmingham city centre to Sutton Coldfield with a connecting link towards Streetly.
- Birmingham City Council is planning to deliver a segregated cycleway along the A34 (between city centre and Perry Parr) as part of the Birmingham Cycle Revolution programme.

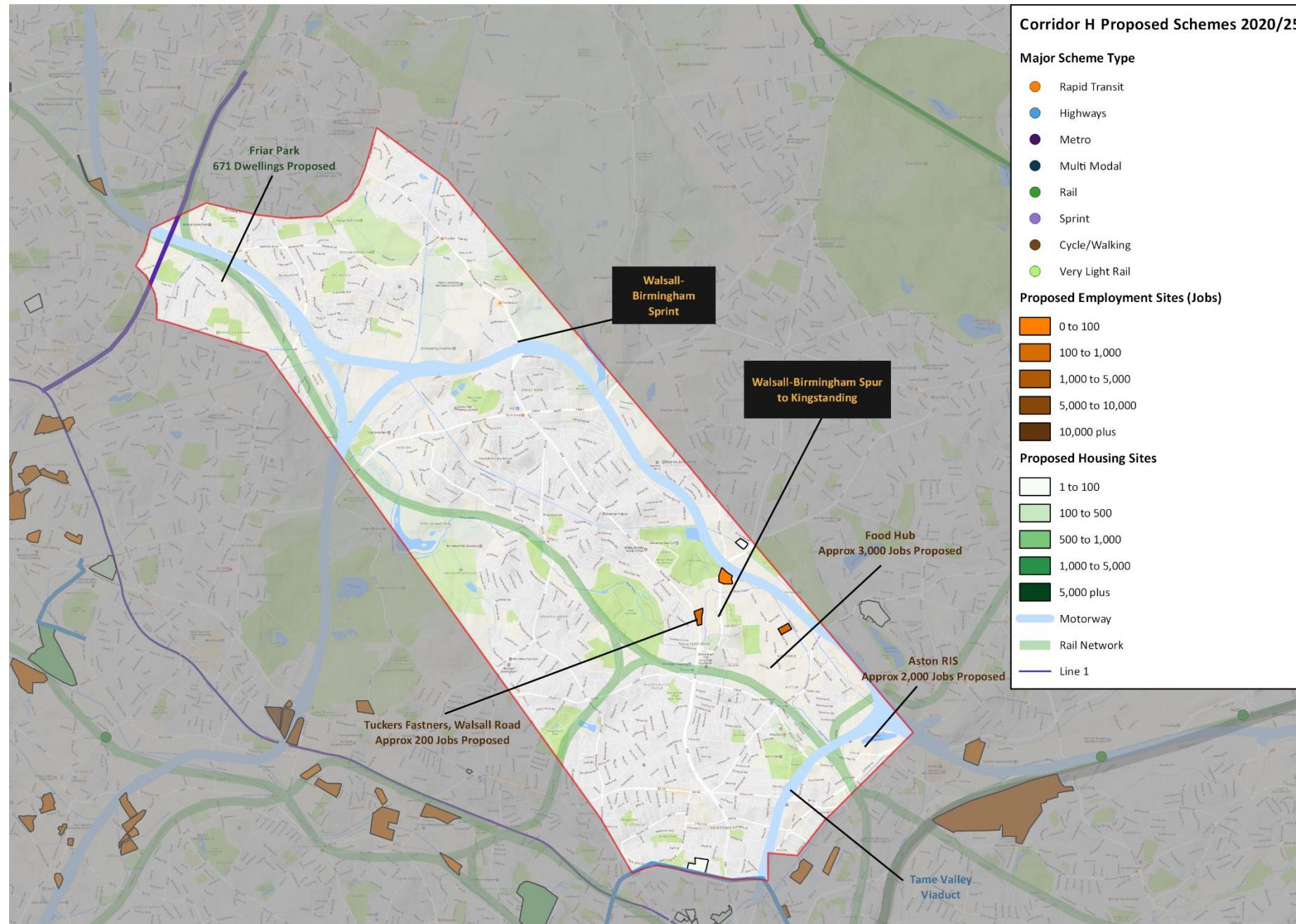
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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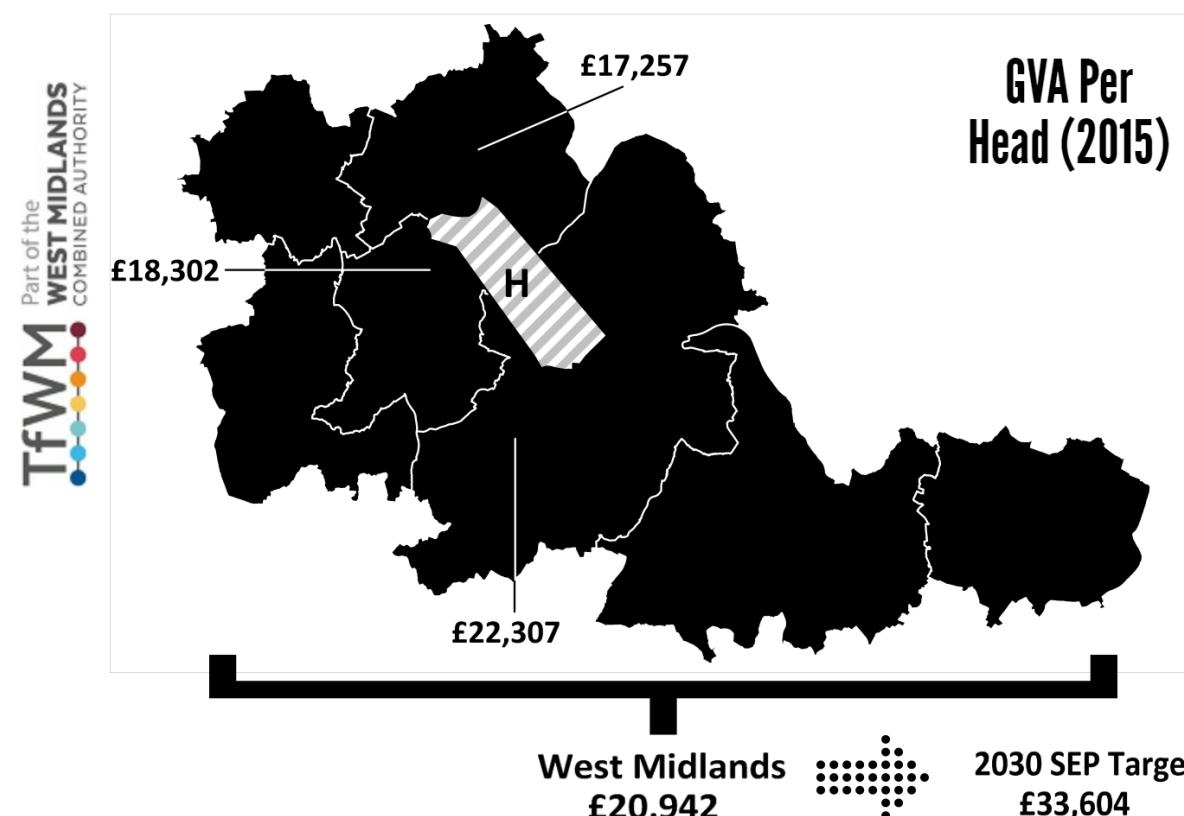
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics

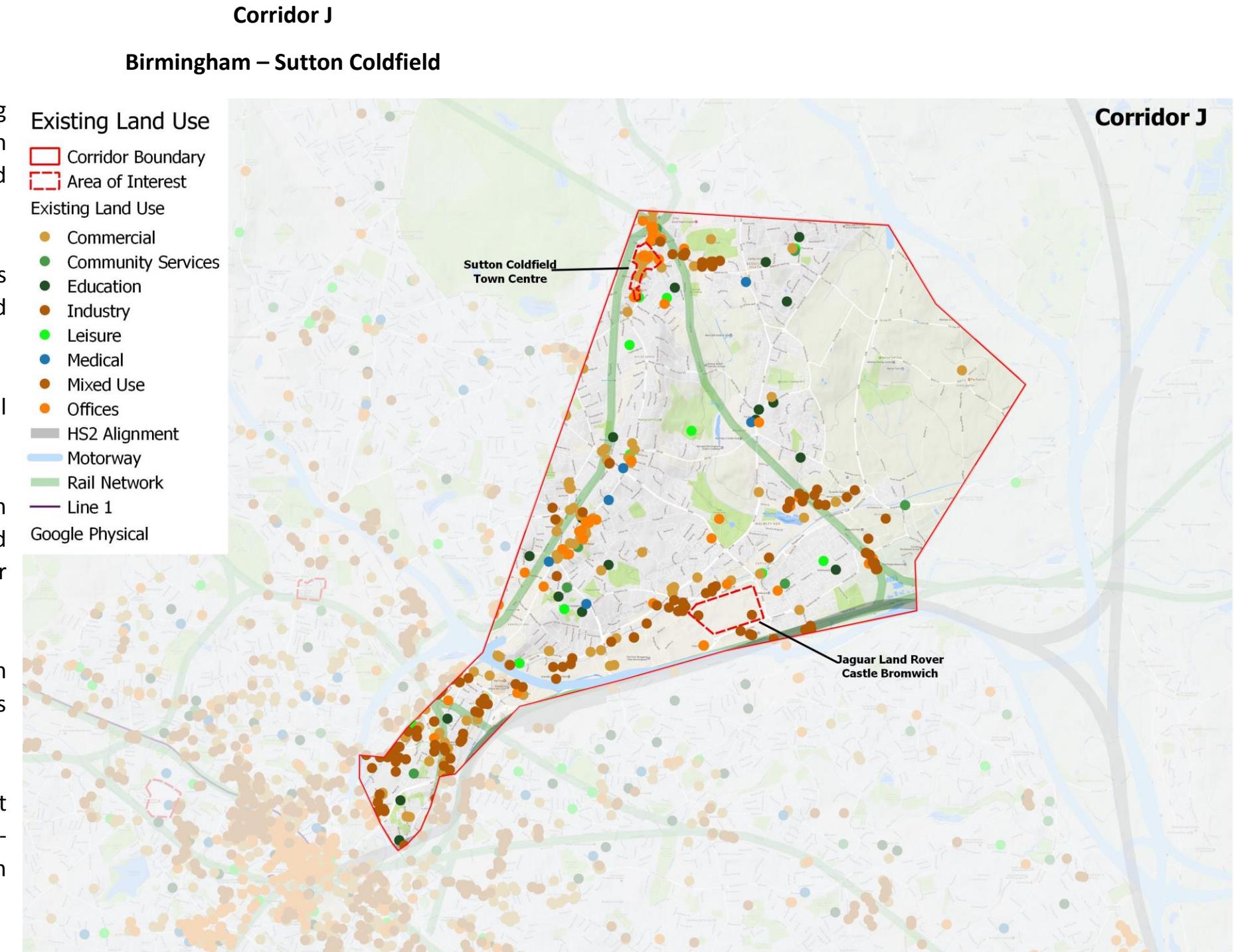


	Corridor H	Met' Area	
	% unemployed (economically active, aged 16 to 74) <b>11.6%</b>		<b>9.9%</b>
	% households not deprived in any dimension <b>31.4%</b>		<b>35.2%</b>
	% population with no qualifications (aged over 16) <b>29.4%</b>		<b>29.1%</b>
	Average male healthy life expectancy (years) <b>58.1</b>		<b>59.9</b>
	Average female healthy life expectancy (years) <b>58.3</b>		<b>60.5</b>
	% population travelling to work by car <b>65.8%</b>		<b>66.9%</b>
	% population travelling to work by public transport <b>21.8%</b>		<b>16.9%</b>
	% population travelling to work by bicycle <b>1%</b>		<b>1.7%</b>
	% population travelling to work on foot <b>6.9%</b>		<b>9.4%</b>

## MOVEMENT FOR GROWTH:

### Ten Year Delivery Plan

- This corridor is an important gateway connecting Birmingham City Centre with historic areas such as Sutton Coldfield and emerging new areas such as Langley and Peddimore.
- The area is home to significant manufacturing industries including the world famous JLR plant at Castle Bromwich and GKN.
- The movement of goods and services are of vital importance to this corridor.
- The corridor has many strategic roads running through the area including the M6, as well the A38 North and Kingsbury Road – which connect Birmingham with the wider Midlands via the Motorway Box, M6 Toll and A5.
- The Cross City Line North is also strategically important in connecting local and regional areas with jobs and services provided in Birmingham City Centre.
- The Tamworth and Sutton Park lines are a vital rail freight route connecting the Birmingham with West Coast Main Line - allowing goods to be exported via the South East and London Gateway ports.
- The historic Sutton Coldfield Town Centre will play a leading role in the continued transformation of Birmingham.
- New opportunities for housing and employment at Langley and Peddimore SUE will allow the city to meet population growth and the requirements to provide extra development land to support the wider West Midlands economy – as set out in the WMCA SEP.



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor Growth and Development

#### Jaguar Land Rover (JLR)

JLR is one of the success stories of British manufacturing. JLR's operations in the UK are currently split across eight sites with three vehicle manufacturing plants. Two plants are in the West Midlands, including a 112-acre site at Castle Bromwich, which employs 3,000 people, and has recently been extended towards the Fort Dunlop site.

#### Langley

Land to the west of the A38 at Langley will be removed from the Green Belt to provide a Sustainable Urban Extension (SUE) of approximately 6,000 new homes. The Langley SUE will be an exemplar of sustainable development and a destination of choice for families wishing to live in Birmingham.

#### Peddimore

Peddimore will deliver 71 ha of new employment land for B1 (b) Research and Development, B1 (c) Light Industrial, B2 General Industrial and B8 Warehousing and Distribution uses.



#### Sutton Coldfield Town Centre

It is a Birmingham City Council priority to facilitate the ongoing growth and diversification of uses within Sutton Coldfield Town Centre. In particular, through the Sutton Coldfield Town Centre SPD, the delivery of mixed-use residential and retail and office developments will be supported including accommodation for the growth of:

- Up to 30,000 sq.m. gross of comparison retail floorspace
- Up to 20,000 sq.m. gross of office floorspace

As well as:

- Bus interchange will be provided, to retain good bus penetration, improved pedestrian linkages to the rail station and selective junction and highway improvements.
- Relief road is proposed to enable environmental improvements to the High Street Conservation Area.
- Enhancements to the pedestrian environment and the existing retail offer along Birmingham Road between the southern junction with Holland Road and the Queen Street/Brassington Avenue roundabout, and associated minor junction and highway improvements along Lower Queen Street and Holland Road.

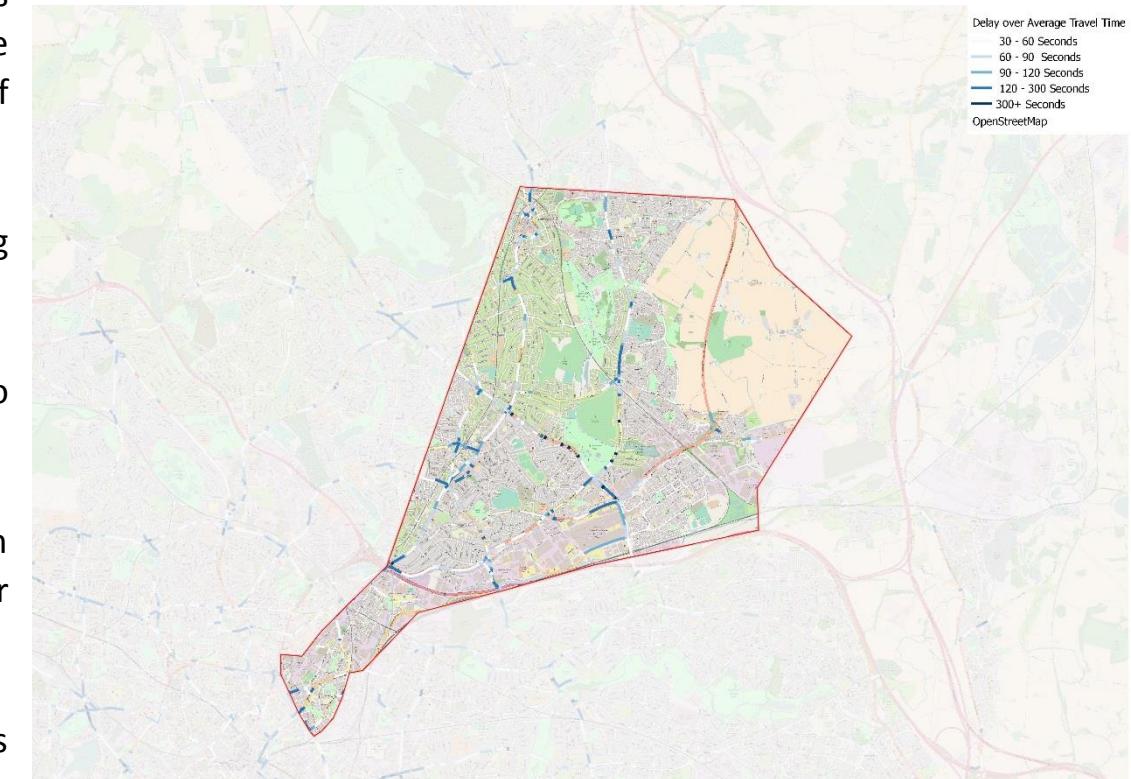


# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - This corridor provides a key connection to the M6 and M42 motorways as well to North Warwickshire and Staffordshire. However it is impacted by severe congestion on the Motorway Box and by long term network resilience issues. The A38, A47, A5127 and A452 form part of the WMKRN. WMKRN will connect to new developments at Peddimore and Langley.
- **Rail – passenger capacity** - Need to maximise new rail capacity opportunities from the emerging Midlands Rail Hub and the new West Midlands Rail Franchise.
- **Rail – freight** - Delivering new rail stations and wider rail freight infrastructure are important to tackle congestion and wider access issues across the corridor.
- **Road – freight** - A lack of HGV parking within all Birmingham corridors was highlighted as an important issue for the freight sector through Birmingham Connected, and is particularly relevant for this corridor.
- **Bus – quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with the introduction of higher quality, express buses and infrastructure upgrades. However congestion and reliability are still issues at peak times.
- **Air Quality** - Parts of the corridor are in the Birmingham Air Quality Management Area (AQMA) declared for NO2 and PM10 but there are opportunities to explore the refuelling infrastructure around the motorway box and associated junctions.

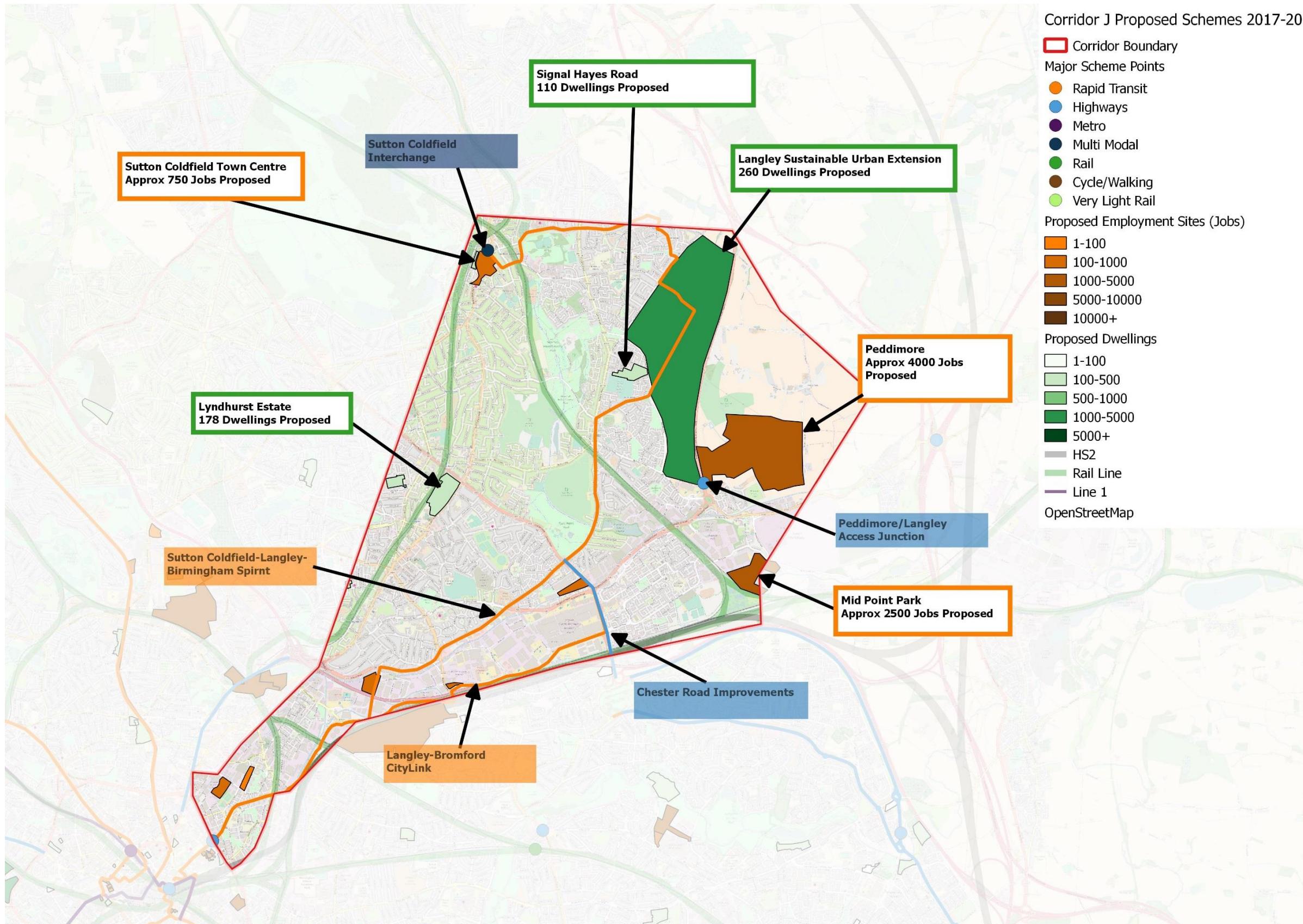


### Planned and Proposed Schemes

- **Rail** – Long term aspirations for the corridor include the reopening of new local stations and the return of passenger services to the Sutton park line. This is dependent on the development and delivery of the Midlands Rail Hub. The scheme could aid better rail connections across Greater Birmingham and the Black Country.
- **Rapid Transit and Bus** - A Sprint route is planned to connect Sutton Coldfield Town Centre, Langley Sustainable Urban Extension and Birmingham City Centre. An improved public transport interchange is proposed for Sutton Coldfield, this will ensure it offers better facilities to passengers and commuters but also improves the connections to the town centre. Bus Alliance network development plans aim to improve bus services and infrastructure throughout the corridor as well as offering new public transport connections to new industrial developments such as Peddimore.
- **Active Travel provision** - Birmingham Connected includes a vision for ‘Green Travel Districts’: a concentration of people living and working in an environment where people are put before cars, where residents, workers and visitors can safely walk, cycle or take public transport. 11 locations were proposed, including 2 in this corridor: Sutton Coldfield town centre and Castle Bromwich (JLR/ the Fort/ Castle Vale).

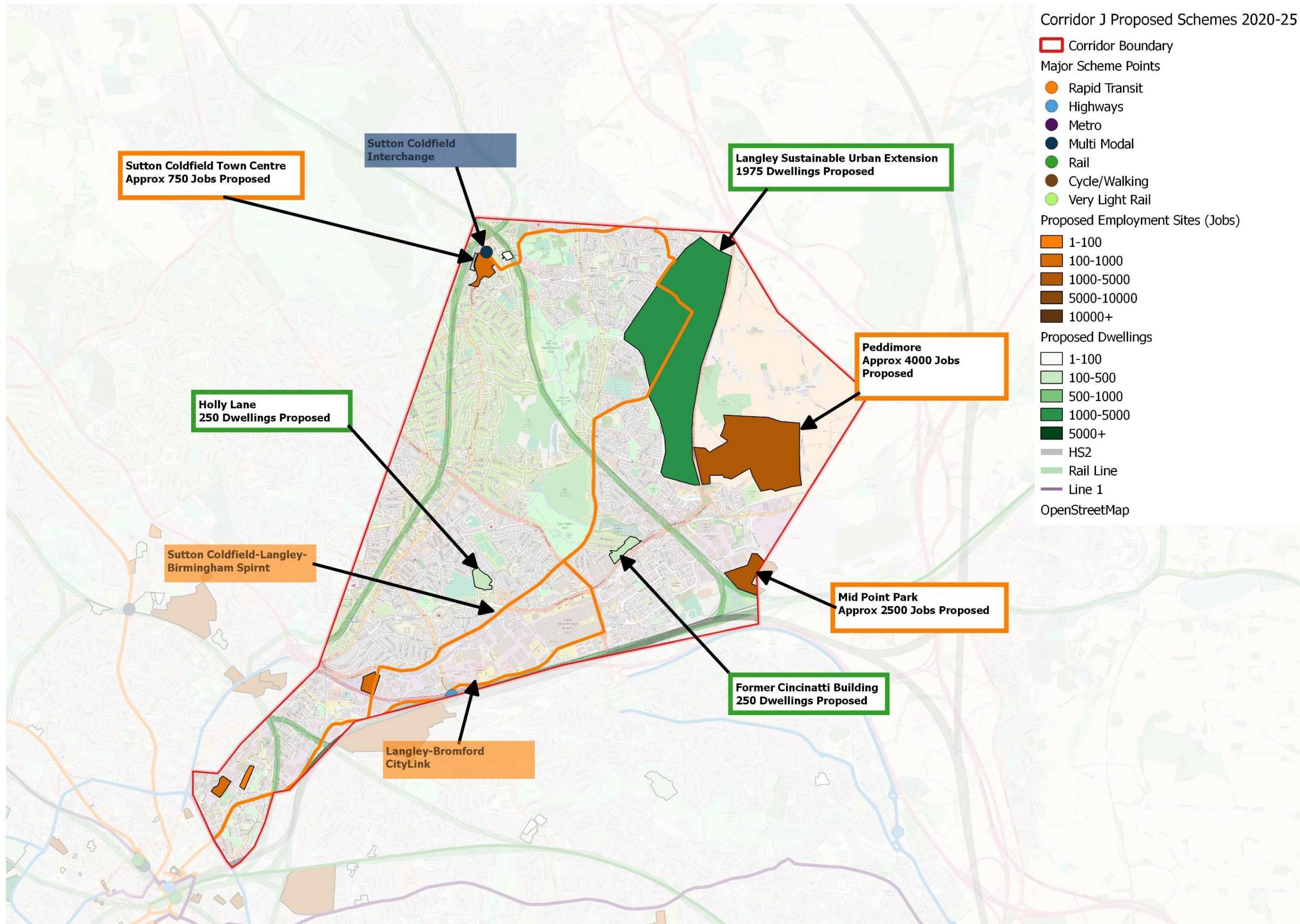
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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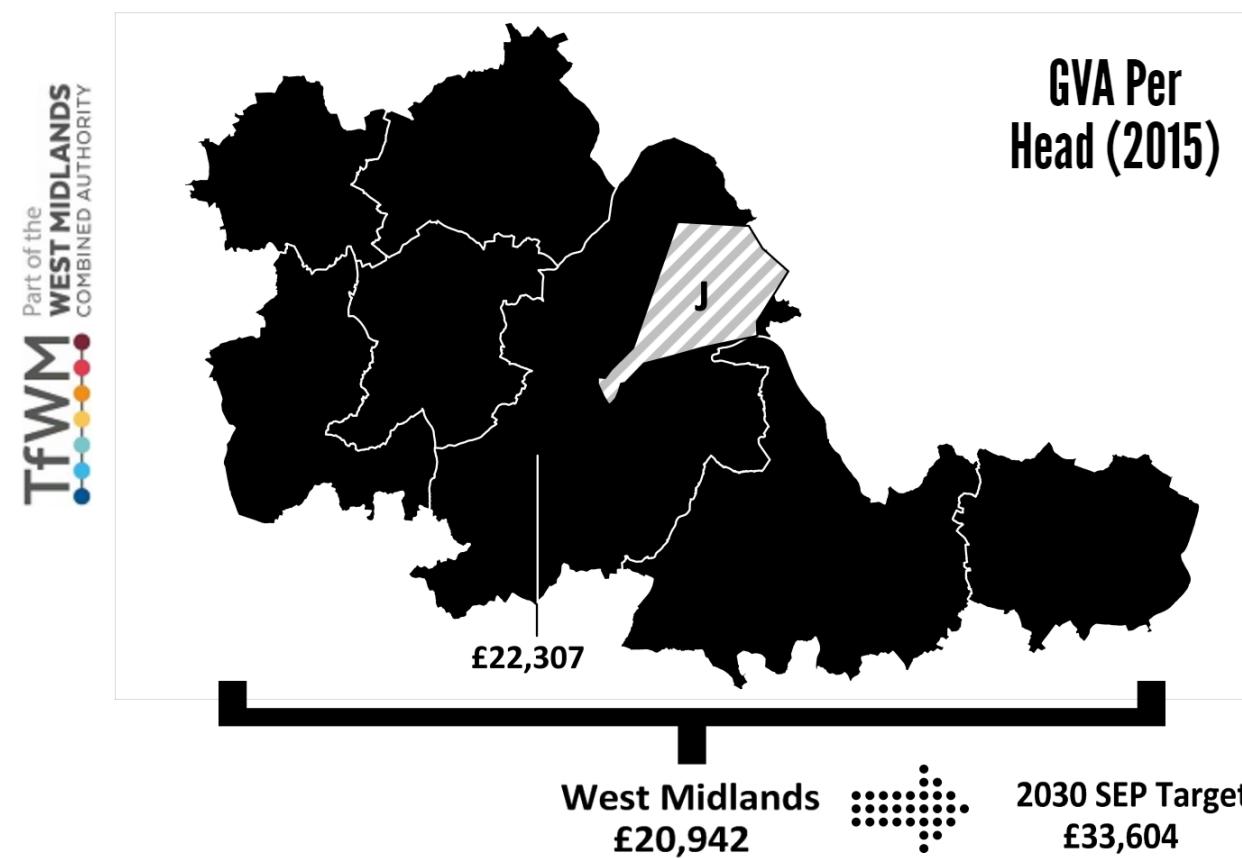
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

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### Key Statistics



	Corridor J	Met' Area
% unemployed (economically active, aged 16 to 74)	9.1%	9.9%
% households not deprived in any dimension	38%	35.2%
% population with no qualifications (aged over 16)	27.1%	29.1%
Average male healthy life expectancy (years)	59.5	59.9
Average female healthy life expectancy (years)	60.1	60.5
% population travelling to work by car	64.7%	66.9%
% population travelling to work by public transport	19.6%	16.9%
% population travelling to work by bicycle	1.5%	1.7%
% population travelling to work on foot	8.6%	9.4%

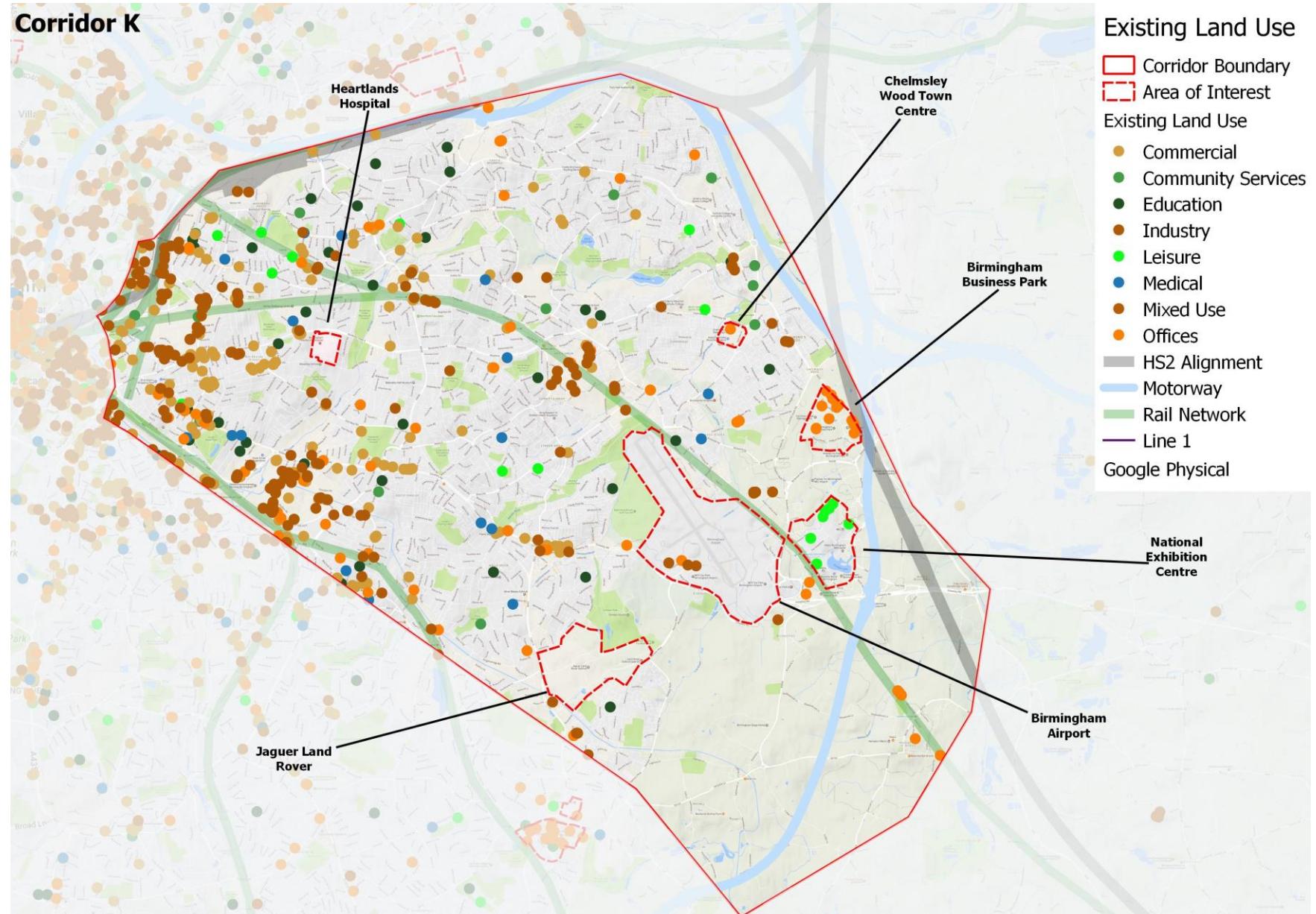
# MOVEMENT FOR GROWTH:

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### Corridor K

#### Birmingham – East Birmingham – UK Central

- Corridor covers the area of East Birmingham and North Solihull including areas such as Small Heath, Washwood Heath and Bordesley Green, connecting to Birmingham City Centre and the North Solihull/UK Central area.
- The corridor contains a significant amount of residential dwellings with a population of over 300,000 people - comparable to a City the size of Nottingham.
- Located between the major economic growth drivers in the City Centre and at UK Central (Birmingham Airport, NEC, Birmingham Business Park and JLR) the area offers a number of unique opportunities to capitalise on this potential.
- Important service and leisure facilities are located within the corridor and include Heartlands Hospital and Birmingham City Football Club.
- The corridor contains important local retail centres such as Small Heath and Chelmsley Wood
- The West Coast Mainline spur into Birmingham City Centre via Birmingham International dissects the corridor east to west.
- A452 is a key link, connecting North and South Solihull together via Airport/NEC and wider UK Central area.
- A45 is a key link east to Connecting Birmingham to Coventry via Birmingham Airport.



# MOVEMENT FOR GROWTH:

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### Corridor Growth and Development (Emerging Allocations)

East Birmingham and North Solihull offers a number of unique opportunities to capitalise on this potential. The arrival of HS2 should have a transformational change on this corridor, alongside the growth of Jaguar Land Rover and other advanced manufacturing industries.

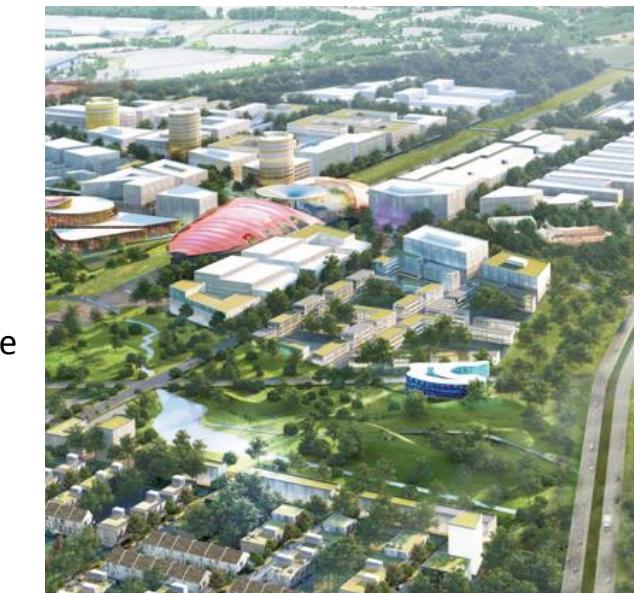
#### UK Central

UK Central is a prime inward investment location, ranked in the top 10 UK destinations for business. The Hub area is a concentration of global businesses and strategic economic assets – HS2 Interchange Station, Arden Cross, Birmingham Airport, National Exhibition Centre (NEC), Birmingham Business Park and Jaguar Land Rover.

The Interchange will be at the heart of Arden Cross - a new 140ha global business hub. A hub for multiple forms of travel, the Interchange will be connected to the NEC and Birmingham Airport via an Automated People Mover stopping at the Birmingham International Integrated Transport Hub, connecting visitors to mainline services.

#### Birmingham Airport and NEC

Birmingham Airport offers direct daily flights on 140 international routes. Forthcoming masterplans from NEC and the Airport will provide additional opportunities offering a location and compelling business destination.



#### North Solihull Regeneration Area

Investing in North Solihull is transforming the lives of 40,000 people through a long term programme of investment and development - creating communities able to access and benefit from the significant economic opportunities from UK Central. Over 1000 new homes will be built in this area.

#### Jaguar Land Rover (JLR)

JLR is one of the success stories of British manufacturing and Lode Lane plant sits on a 300-acre site, employing more than 9,000 people in manufacturing. JLR is proposing to develop a new Logistics Operations Centre close to Lode Lane and consist of approximately 90,000m<sup>2</sup> of warehousing operations space, together with office and parking space.

#### Bordesley Park Area Action Plan

Bordesley Park is an ambitious plan to deliver 750 new homes and up to 3000 new jobs. The area an area of around 580ha to the immediate east of the City Centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath.

#### Eastern Growth Corridor/Triangle

The Eastern Triangle will deliver regeneration and growth for around 1000 new homes. Proposals also include the regeneration and improvement of key local centres and improvements to the wider local environment.

#### Tyseley Energy District

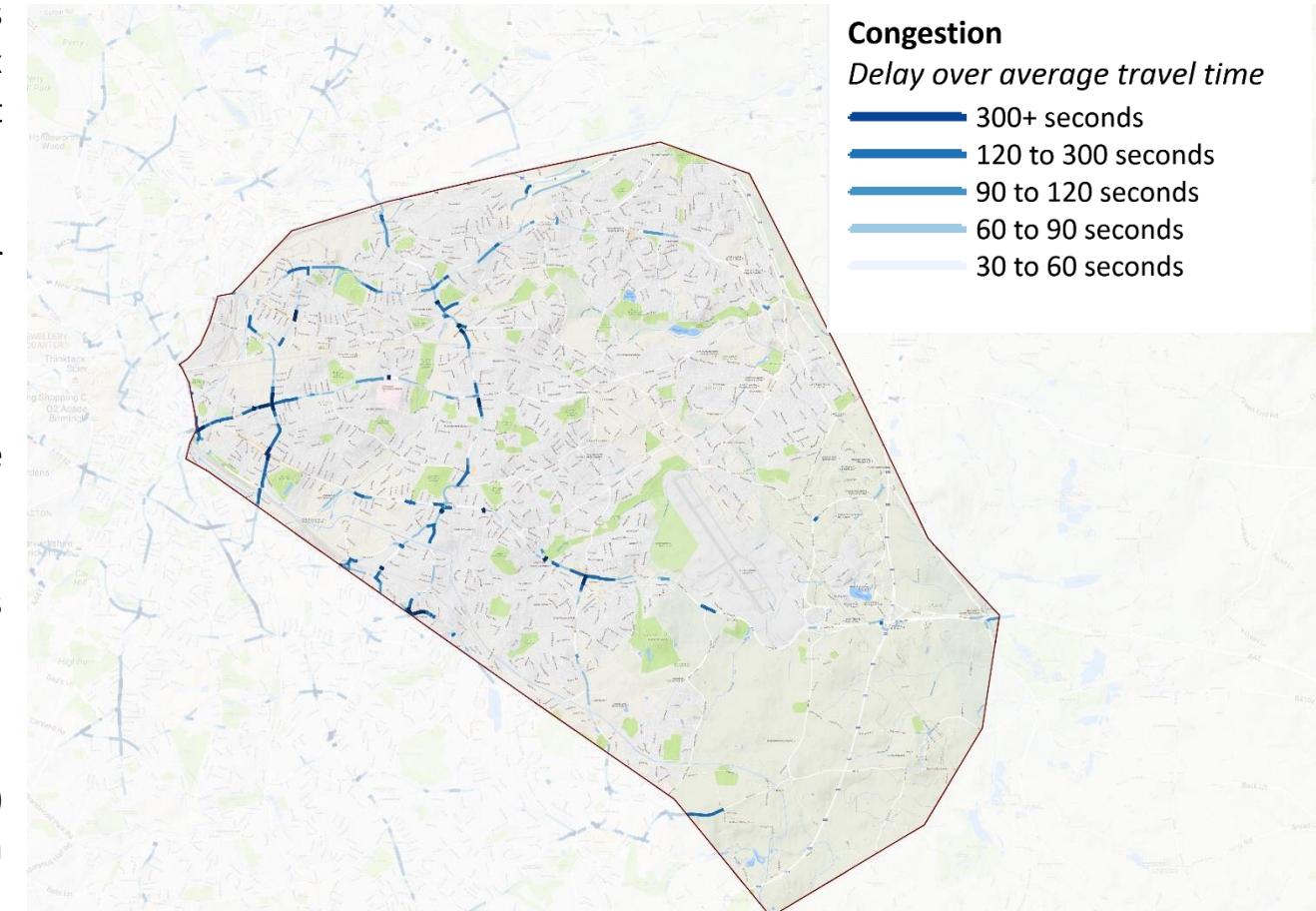
The adoption of leading edge energy solutions is piloted in demonstration facilities at Tyseley. Tyseley Environmental Enterprise District and Tyseley Energy Park will act as centre for low carbon refuelling for CNG and Hydrogen.

# MOVEMENT FOR GROWTH:

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### Transport Issues

- **Network Resilience** - This corridor provides a key connection to the M42 motorway as well as Coventry and North Warwickshire. However it is impacted by severe congestion on the Motorway Box and by our long term network resilience issues. The A452, A45 and A4040 form part of the West Midlands Key Route Network.
- **International travel** - Birmingham Airport is already an international gateway and passenger numbers are increasing year on year. A new Birmingham International Multi Modal Interchange is a key plan to improve long term surface access.
- **Rail - passenger capacity** - Need to maximise the released capacity on the West Coast Mainline post 2026 and the new West Midlands Rail Franchise.
- **Bus - quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with the introduction of higher quality, express buses and infrastructure upgrades. However, congestion and reliability are still issues at peak times.
- **Air Quality** - Parts of the corridor are in the Birmingham Air Quality Management Area (AQMA) declared for NO<sub>2</sub> and PM10 but there are opportunities to explore the refuelling infrastructure which include refuelling for CNG and Hydrogen fuels.
- **Road Safety** Birmingham's emerging Road Safety Strategy identifies Yardley and Hodge Hill as two of three districts exhibiting the highest rates for all casualties (based on 2008-2012 data).



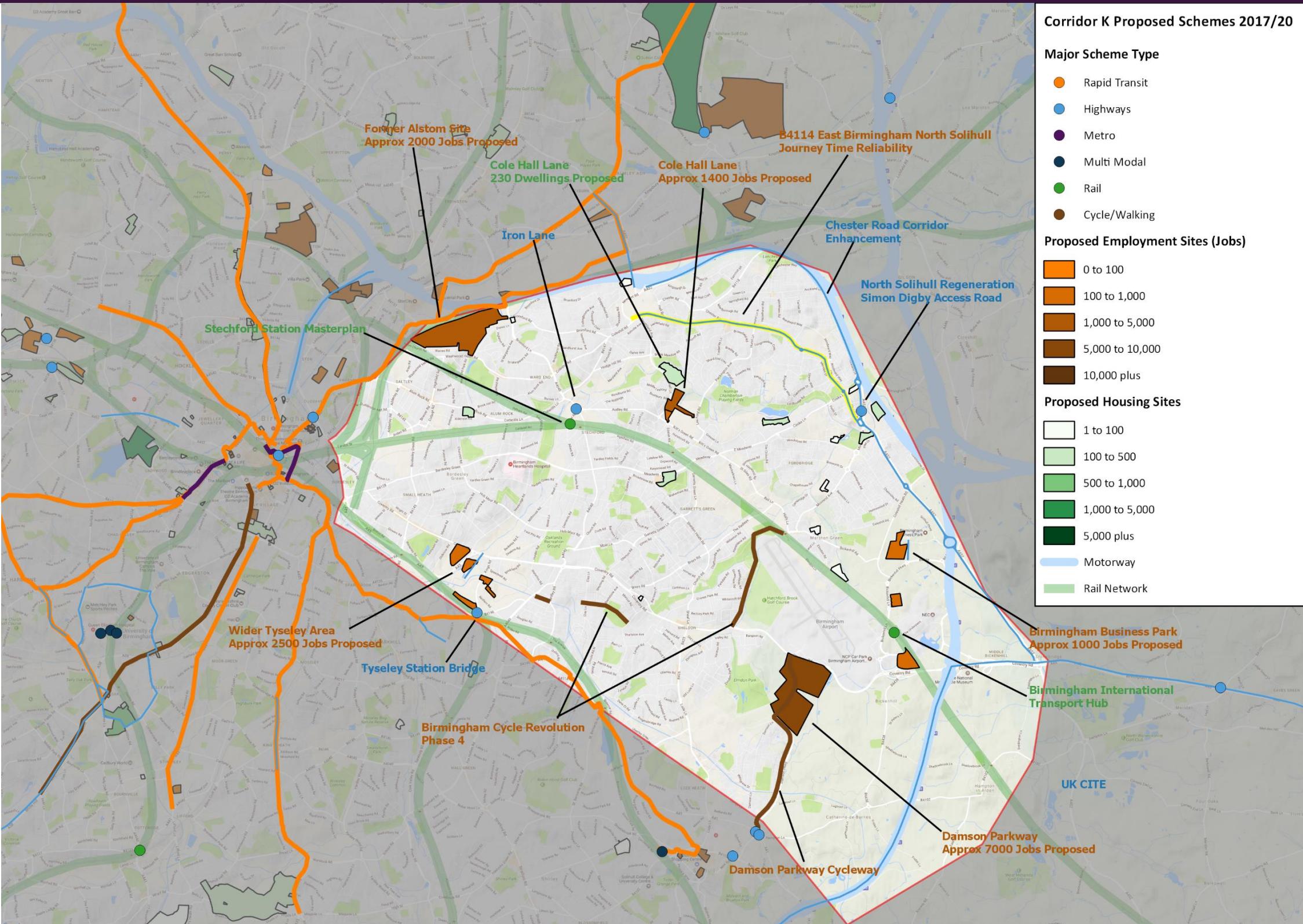
### Planned and Proposed Schemes

**Rapid Transit** - Delivering the East Birmingham & North Solihull Tramway will help improve access to jobs, HS2 interchange and tackle congestion across the corridor. To support better connectivity across the corridor, Sprint routes are planned to be delivered along the A45 with a spur to Solihull Town Centre. Longer term Sprint routes aspirations include a Solihull-focused route linking to A452 with Solihull Town Centre, via Chelmsley Wood and Airport.

- **Active Travel provision** - Green Travel Districts are proposed for Small Heath and Tyseley Environmental District and an Eastern Corridor Smart Demonstrator focuses on improving how people travel around across all modes and enabling access to employment opportunities. Birmingham Cycle Revolution improvements are being developed including proposals for the A45.

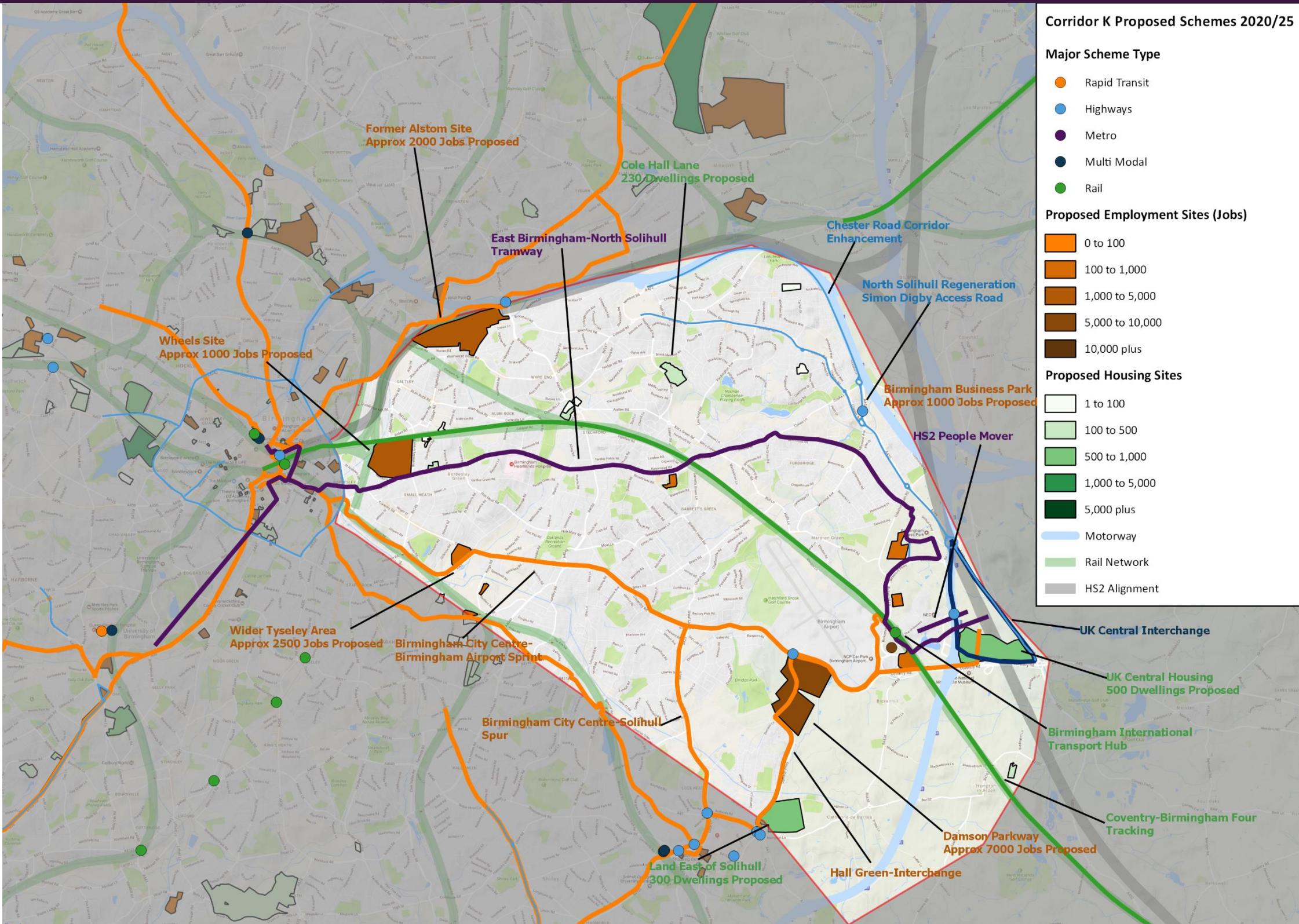
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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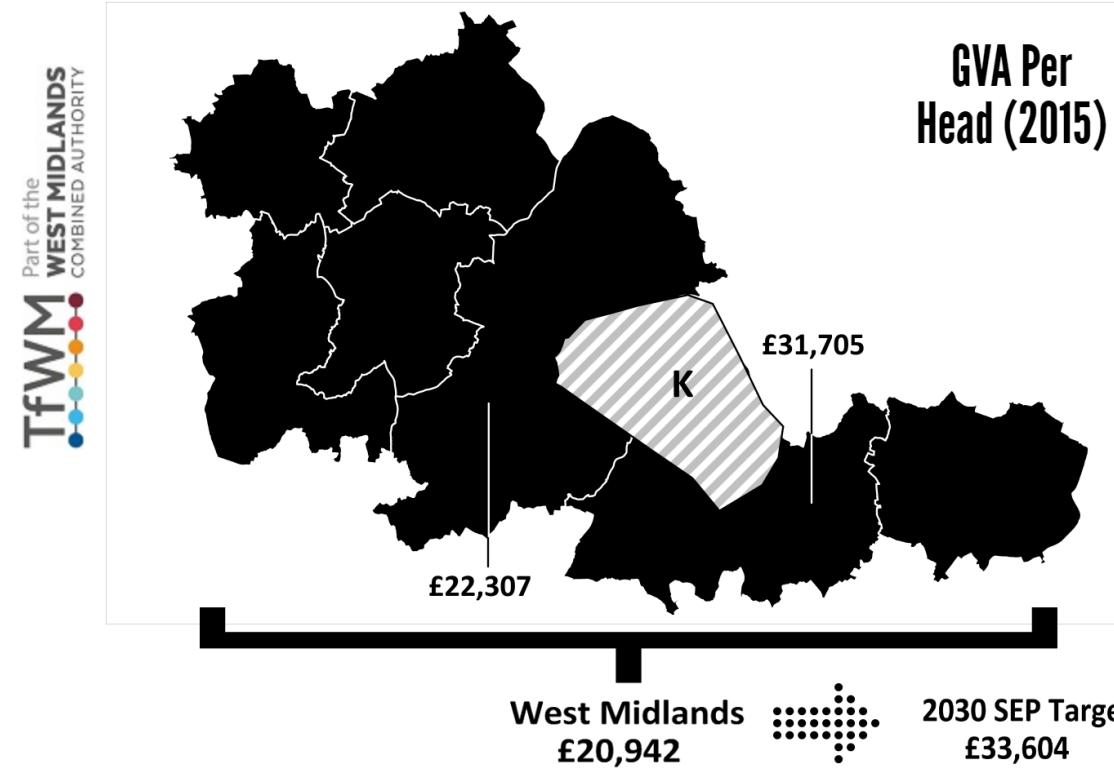
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

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### Key Statistics



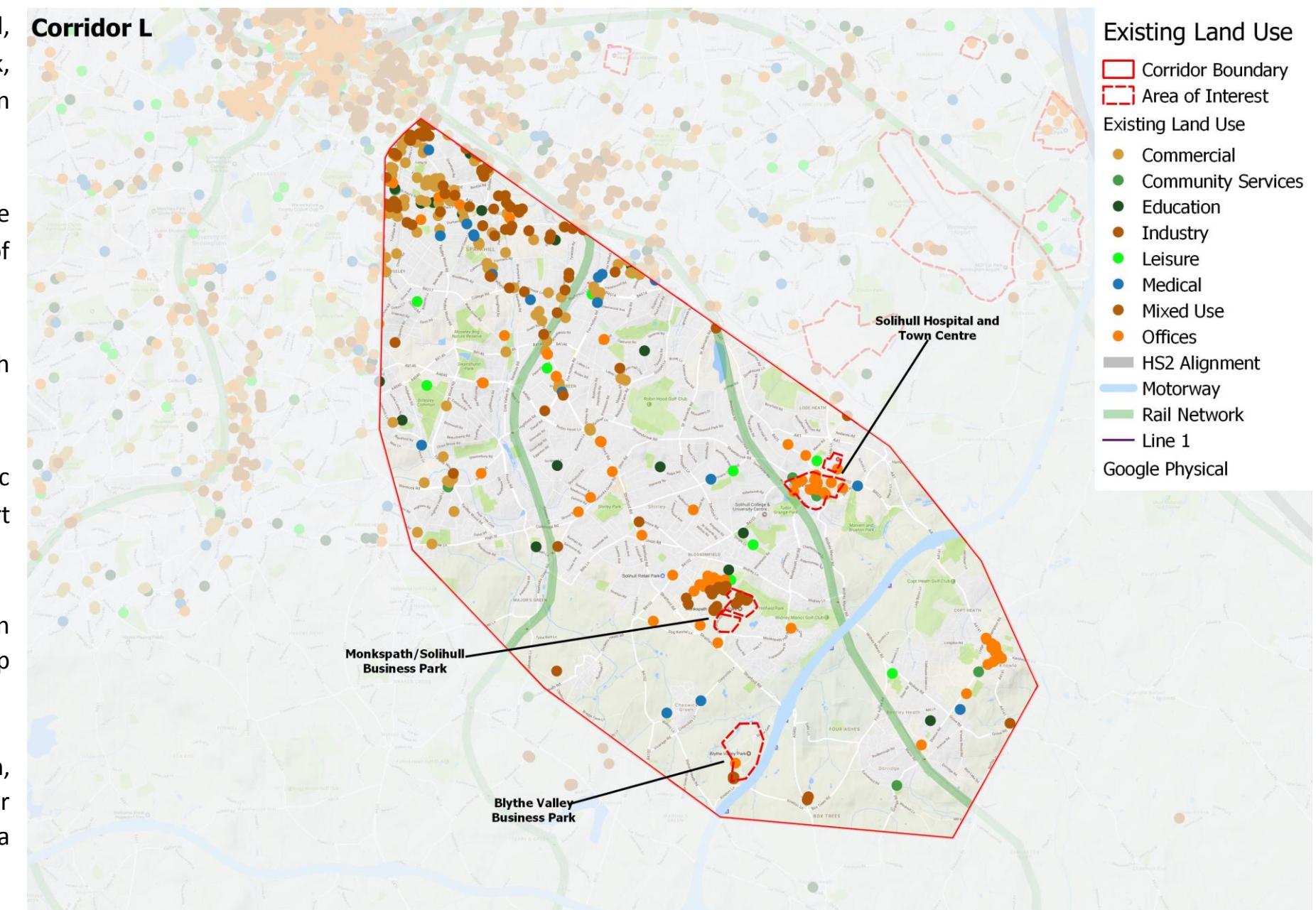
	Corridor K	Met' Area	
找工作 (%)	12.3%	9.9%	找工作 (%)
非穷困家庭 (%)	29.2%	35.2%	非穷困家庭 (%)
无学历人口 (%)	34.7%	29.1%	无学历人口 (%)
男性预期寿命 (年)	58.2	59.9	男性预期寿命 (年)
女性预期寿命 (年)	58.4	60.5	女性预期寿命 (年)
通勤至工作地点的私家车 (%)	65.2%	66.9%	通勤至工作地点的私家车 (%)
通勤至工作地点的公共交通 (%)	20.5%	16.9%	通勤至工作地点的公共交通 (%)
通勤至工作地点的自行车 (%)	1.4%	1.7%	通勤至工作地点的自行车 (%)
通勤至工作地点的步行 (%)	8.2%	9.4%	通勤至工作地点的步行 (%)

## MOVEMENT FOR GROWTH:

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- The main local centres are located along key routes; Sparkhill, Shirley and Hall Green on the A34 Stratford Road; Sparkbrook, Acocks Green and the historic villages of Knowle and Dorridge on the A41 Warwick Road.
- This corridor is important in connecting Birmingham City Centre with Solihull Town Centre, as well as connecting the mature suburbs of Solihull and Birmingham with employment sites.
- The Birmingham elements of the corridor consist of a mix of high and low density housing with culturally diverse areas.
- The mature suburbs of Solihull and the M42 Economic Gateway/UK Central southern area have excellent transport connectivity.
- The M42 Economic Gateway is a major economic growth driver in the Greater Birmingham and Solihull Local Enterprise Partnership area and is home to the Blythe Valley and Solihull Business Parks.
- The Snow Hill rail line, with stations at Spring Road, Hall Green, Yardley Wood, Shirley and Dorridge is key in connecting the corridor with the wider West Midlands as well as excellent connection via the Chiltern Line to London.
- The excellent connectivity to strategic road networks has resulted in traffic congestion at key destinations such as Shirley Town Centre, for example.

### Corridor L Birmingham - Solihull



## MOVEMENT FOR GROWTH:

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#### Corridor Growth and Development (Emerging Allocations)

##### Solihull Town Centre

The Solihull Town Centre Masterplan provides a blueprint for future investment and development in the town centre over the next twenty years. Total new development in the Town Centre will provide:

- 34,000 sqm of additional comparison retail floor space by 2021; a further 23,000 sqm 2021 to 2026
- Additional 2,800 sqm of convenience retail floorspace top 2026
- Additional 35,000 sqm of new office floorspace

Residential development, both on freestanding sites and as part of mixed use development or refurbishment schemes, will be encouraged in and around the town centre. Large scale sites additional to the Opportunity.

##### Blythe Valley Park, Stratford Road, Shirley - 350 Homes

To support the further development of Blythe Valley Park and provide a sense of place, approximately 12.5ha of land within the business park will be developed for housing.

Diversifying the range of uses at Blythe Valley Business Park to facilitate employment development and create a more sustainable place. It is expected that a substantial quantity of employment development to be brought forward, about 1.75million sq.ft. 162,575 sq.m. floorspace overall, within the business park.

##### Blythe Valley Park, Stratford Road, Shirley - 250 homes

The site is released in Phase 1, but will be delivered over the first 2 phases.

##### Powergen, Stratford Road, Shirley - 130 homes

To secure reuse of previously developed land.

##### Total Solihull Development

##### Shirley and Solihull

Homes: 1,430 / Jobs: 5,888

##### Dickens Heath and Blythe Valley Park

Homes: 1,371 / Jobs: 13,339

##### Knowle and Dorridge

Homes: 365

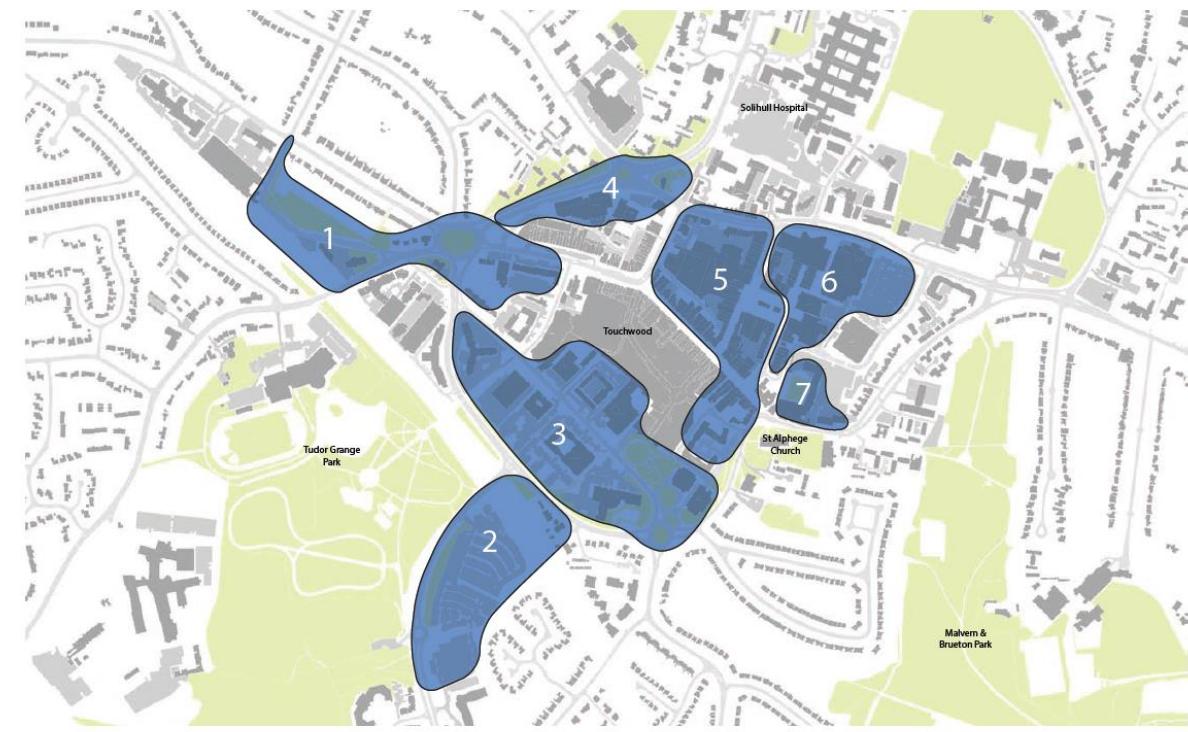
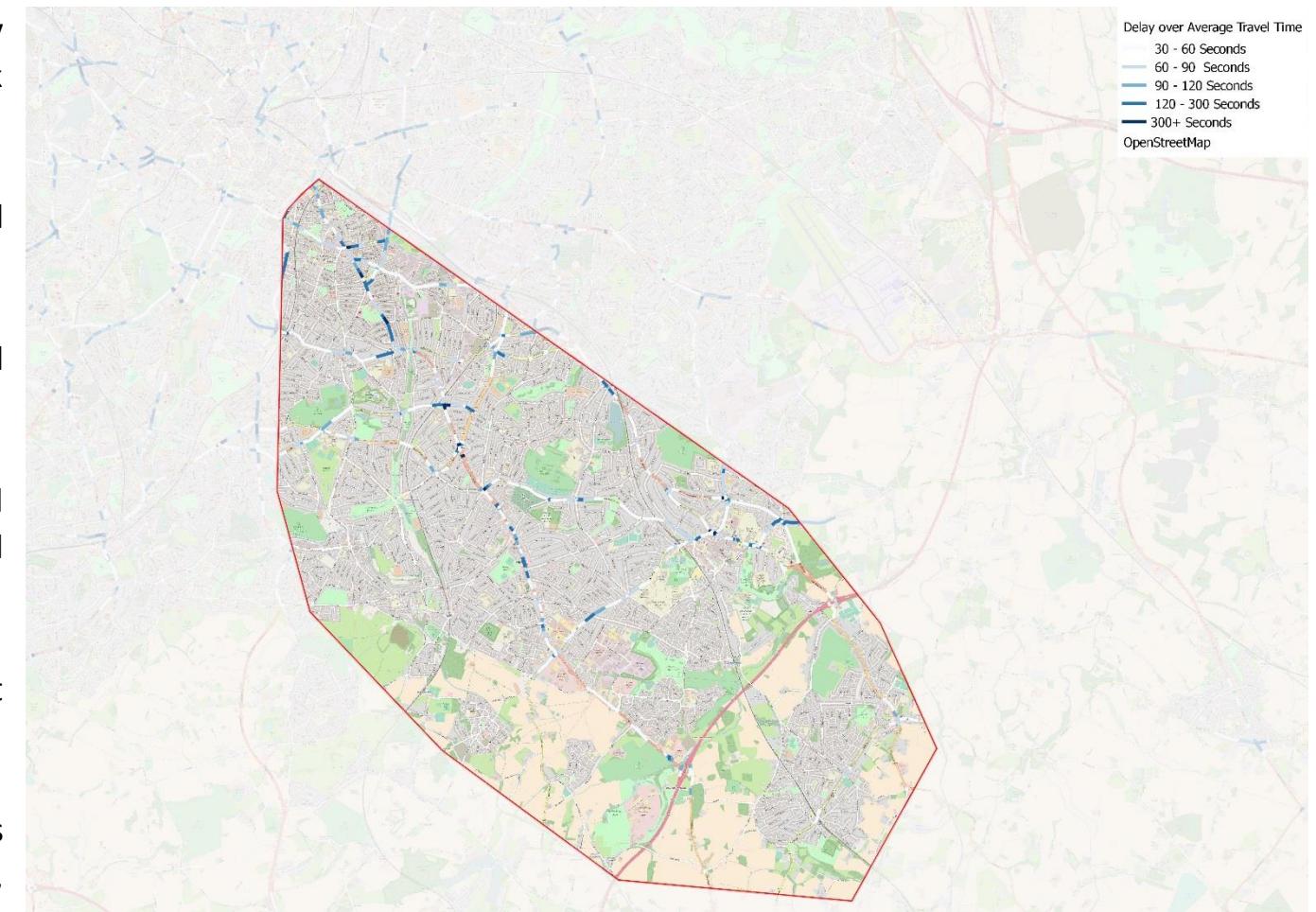


Figure 9.1 Plan identifying the seven areas of change incorporating key areas for intervention.

1. Western Gateway
2. Southern Gateway
3. Business & Commercial Quarter
4. Northern Approach
5. Heart of Solihull (Retail Core)
6. Solihull Living
7. St Alphege's Quarter

**Transport Issues**

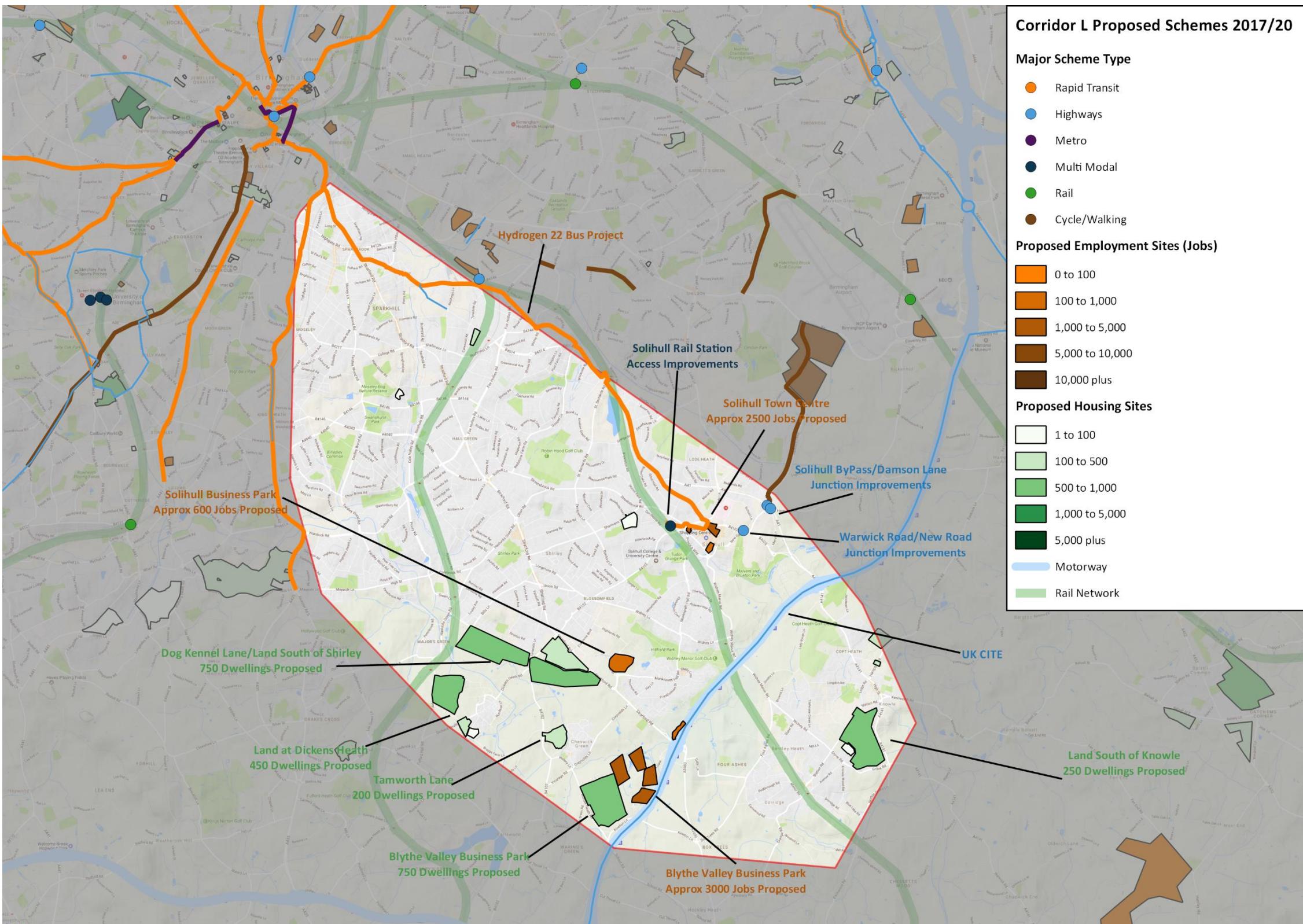
- **Network Resilience** - This corridor provides a key connection to the M42 motorway but is impacted by severe congestion on the Motorway Box and by our long term network resilience issues.
- **Road** - The area contains the strategic transport infrastructure of the A34 Stratford Road and the A41 Warwick Road; principal routes into Birmingham and Solihull centres.
- These roads form part of the West Midlands Key Route Network. An A34 Stratford Road Corridor Enhancements Strategy is being undertaken by Solihull MB.
- **Bus - quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with the introduction of higher quality, express buses and infrastructure upgrades. However, congestion and reliability are still issues at peak times.
- **Air Quality** - Parts of the corridor are in the Birmingham Air Quality Management Area (AQMA) declared for NO<sub>2</sub> and PM<sub>10</sub>.
- **Road Safety** - Birmingham's emerging Road Safety Strategy identifies Hall Green as having the highest child casualty rate plus high levels of young driver collisions, pedestrian casualties and pedal cycle casualties.

**Planned and Proposed Schemes**

- **Rail – passenger capacity** - Need to maximise new rail capacity opportunities from the emerging Midlands Rail Hub and the new West Midlands Rail Franchise. Delivering new rail Enhancements on Snow Hill Lines will add Capacity and connectivity across the corridor. This is important in tackling congestion and wider access issues.
- **Rapid Transit** - Longer term Sprint routes include a Birmingham to Hall Green to Interchange via Solihull Town Centre Sprint and longer term aspirations for Sprint to Blythe Valley.
- **Road - freight** - Birmingham City Council is leading on access improvements around the A41 Warwick Road at Greet and Tyseley to open up new employment opportunities and remove commercial traffic from residential roads. Funding has been secured for the Battery Way extension to Olton Boulevard West and proposals are being developed for a Tyseley Access Road (from the A45) and Tyseley Railway Bridge improvements (see Corridor K).

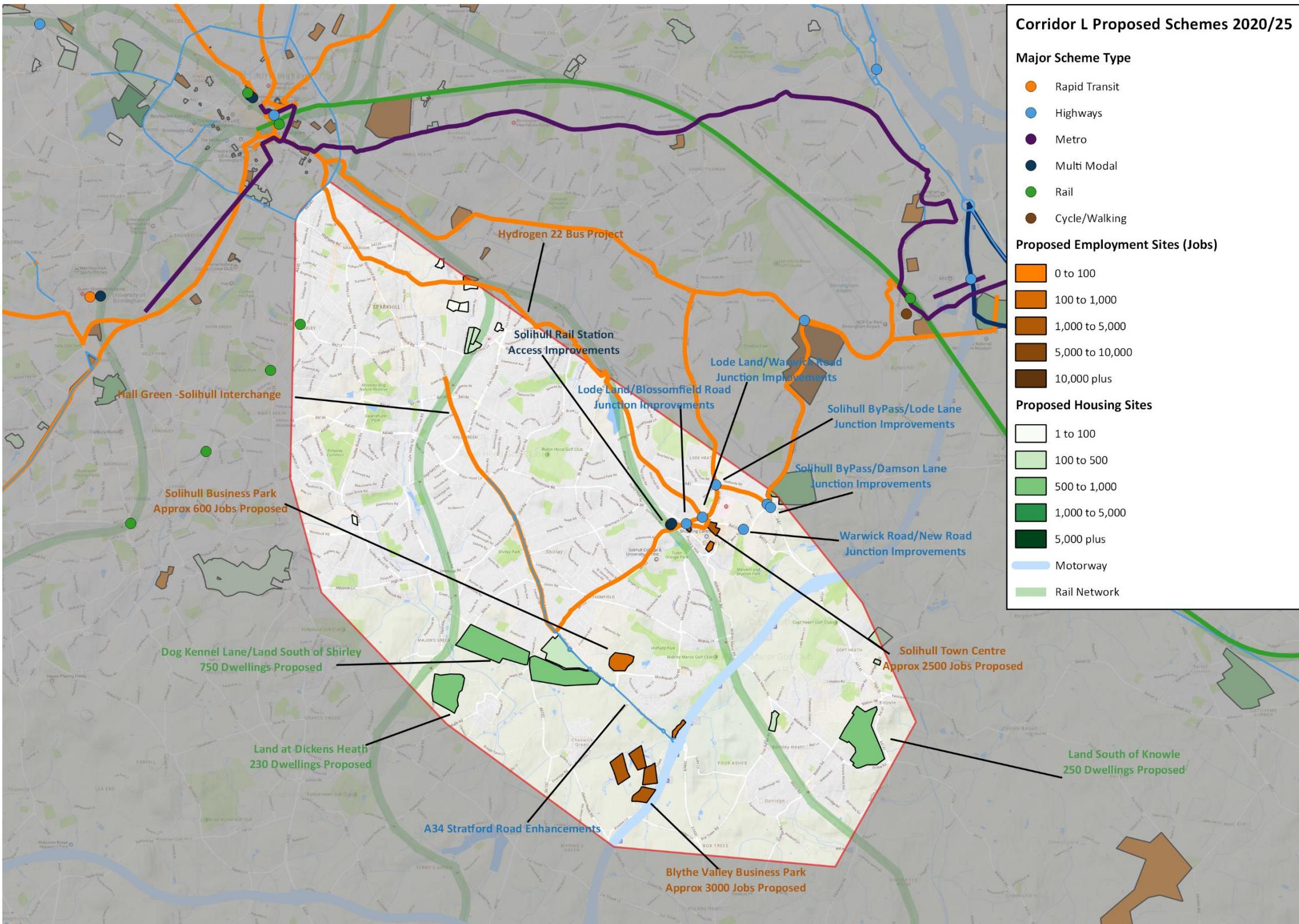
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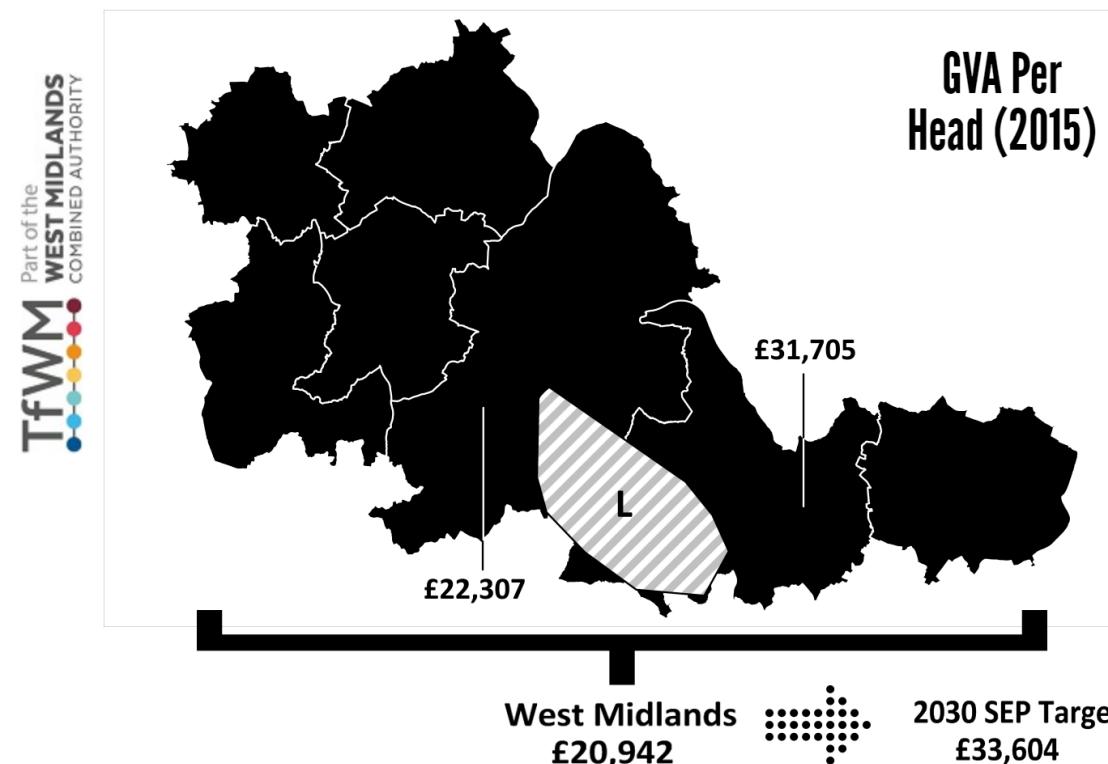
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## MOVEMENT FOR GROWTH:

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### Key Statistics



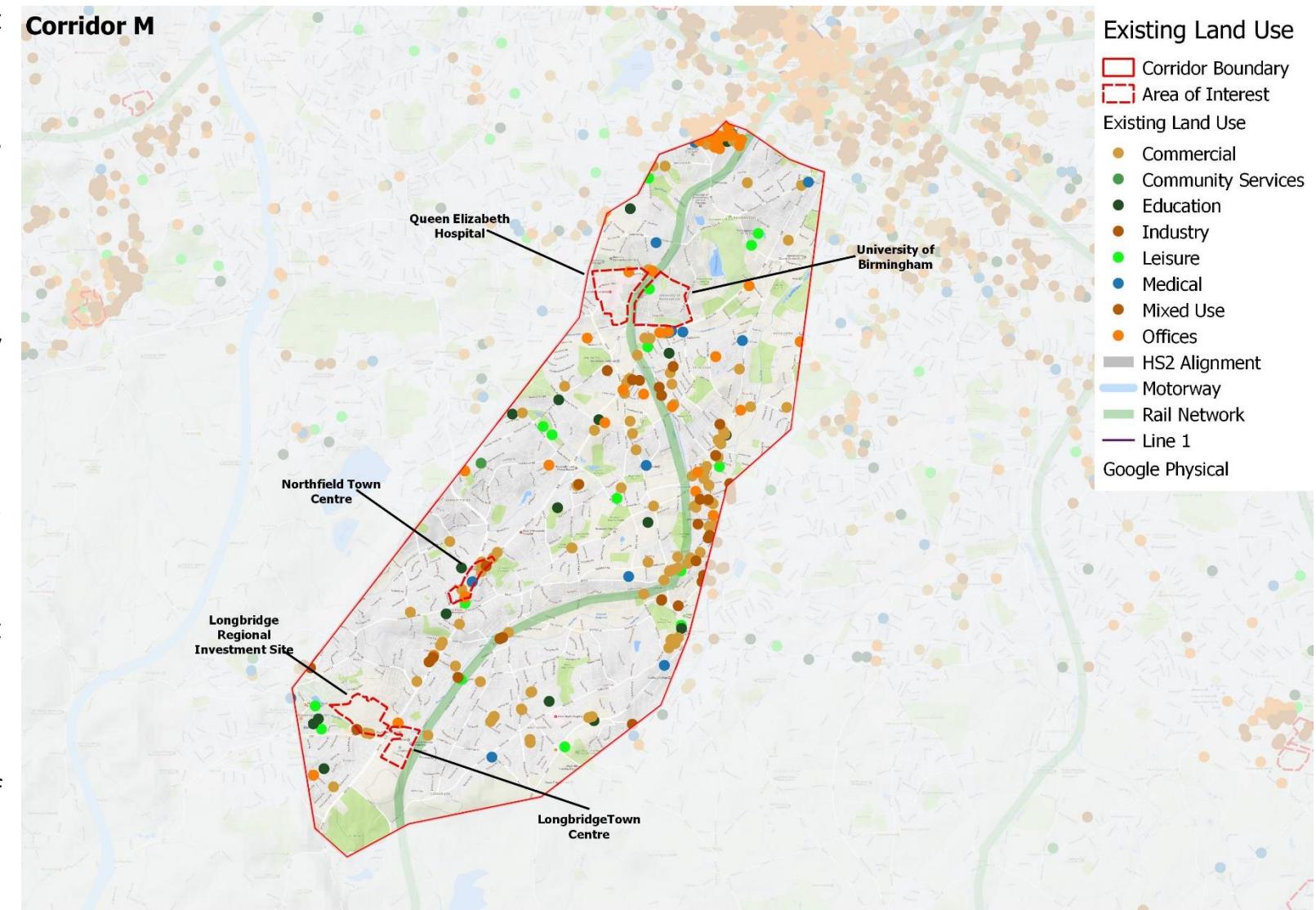
	Corridor L	Met' Area
	% unemployed (economically active, aged 16 to 74) 8.1%	9.9%
	% households not deprived in any dimension 41.6%	35.2%
	% population with no qualifications (aged over 16) 24.1%	29.1%
	Average male healthy life expectancy (years) 62.1	59.9
	Average female healthy life expectancy (years) 62.3	60.5
	% population travelling to work by car 67.7%	66.9%
	% population travelling to work by public transport 17.1%	16.9%
	% population travelling to work by bicycle 1.5%	1.7%
	% population travelling to work on foot 7.2%	9.4%

## Corridor M

### Birmingham – Longbridge

- The Birmingham to Longbridge corridor is a strategically important location for growth and prosperity.
- The area is home to world famous companies including Cadburys (Mondelez) and MG, as well the renowned University of Birmingham, Queen Elizabeth Hospital (UHB), Edgbaston Cricket Stadium and Midland Arts Centre.
- This corridor is vital in connecting Birmingham with the Black Country as well as Warwickshire and Worcestershire. It contains the main metropolitan roads such as the A38 and A441.
- The main local centres are located along key routes; Selly Oak, Northfield and Longbridge.
- The area is home to a large number of health, academic and student populations.
- The expanding University and various NHS Trust sites including Queen Elizabeth, Women's and Dental Hospitals – employ about 10,000 staff and care for half a million patients every year.
- The Cross City rail line is important for connecting to key locations.

The Camp Hill line is a key rail freight corridor with the potential for local rail services and new local rail stations, as part of the Midlands Hub Rail and HS2 Local Connectivity Package.



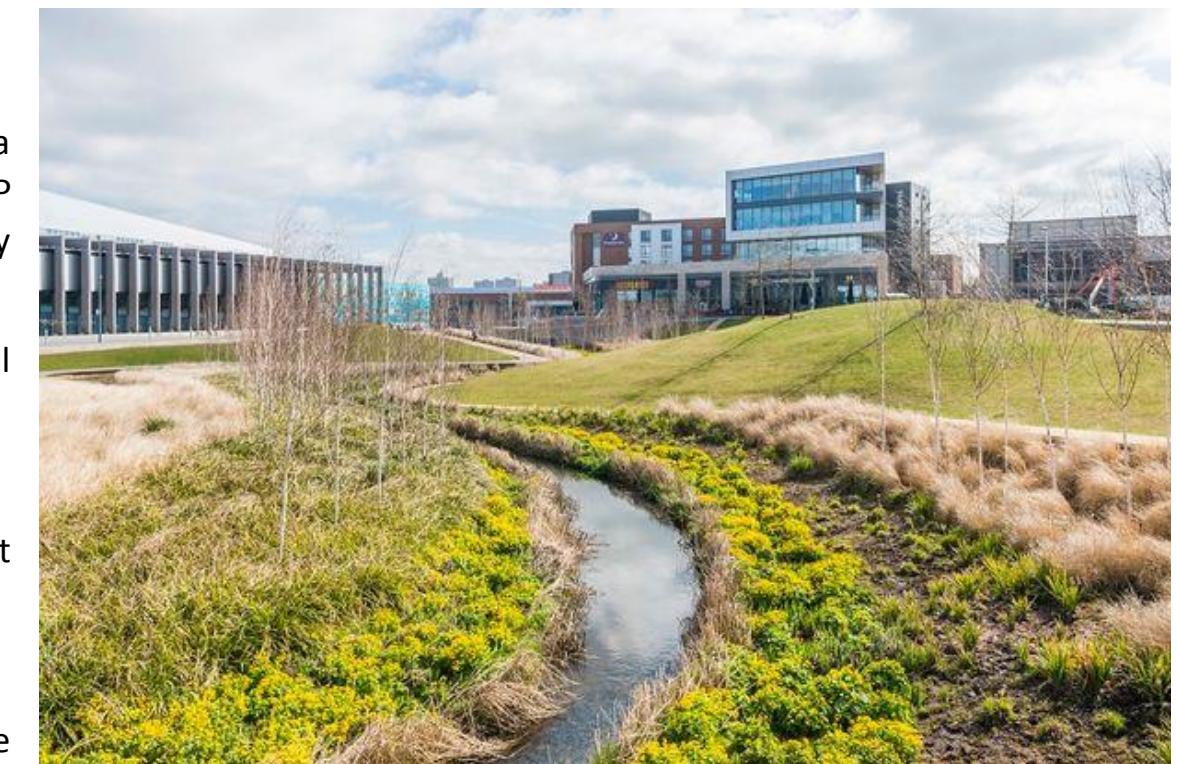
- The Corridor has well-developed traffic-free cycling routes into the city centre along the Birmingham-Worcester Canal and Rea Valley. Merritts Brook Greenway and the Bournbrook Route provide further traffic-free connections between Selly Oak, Bournville, Northfield and Woodgate Valley

## Corridor Growth and Development

### Longbridge (AAP Area)

The AAP covers a developable area of approximately 130 ha. It will deliver 10,000 jobs and a minimum of 1450 new homes, a Regional Investment Site (RIS), a new local centre, a Bio-mass CHP facility, new education facilities, retailing, leisure, community and recreation uses all underpinned by quality public transport facilities and highway infrastructure and other community infrastructure.

The RIS will contribute around 4,500 jobs and the new local centre and other employment sites will also result in the creation of significant new job opportunities.



### Selly Oak and South Edgbaston

The Selly Oak and South Edgbaston area will be promoted for major regeneration and investment and will include:

An economic, research and health role, focused around:

- New Economic Zone as the focus of investment in the Life Sciences sector. At the heart of the zone and key to its success will be a new 4 ha Life Sciences Campus on the northern end of the Birmingham Battery site.
  - The University of Birmingham where further educational and associated uses that maintain and enhance the University's facilities will be supported recognising the unique character of the campus and the important historic and architectural value of its Listed Buildings.
  - New Queen Elizabeth Hospital campus area will remain a major focus for medical facilities of regional and national importance. Proposals for new hospital facilities and improvements to existing hospitals and associated facilities will be supported.
  - Major developments over next 10 years (with planning permission) creating 100+ jobs or 100+ homes or major journey attractors
    - University of Birmingham hotel and conference centre, Pritchatts Road, Edgbaston (172 bedrooms)
    - other University of Birmingham developments on the Edgbaston and Selly Oak campus sites, including Library, Swimming Pool and Leisure Centre
    - University School, Bristol Road, Selly Oak – expansion of student numbers
    - Pebble Mill, Pershore Road, Edgbaston - student accommodation (340 rooms)
    - Selly Oak Hospital – redevelopment of site for housing (650 homes)
    - Battery Park, Selly Oak – retail, student accommodation (424 rooms) and life sciences campus (2694 jobs)
    - The Dingle, Bristol Road, Selly Oak – new offices for Sense (200 jobs)
- Longbridge town centre – various office, retail and hotel developments

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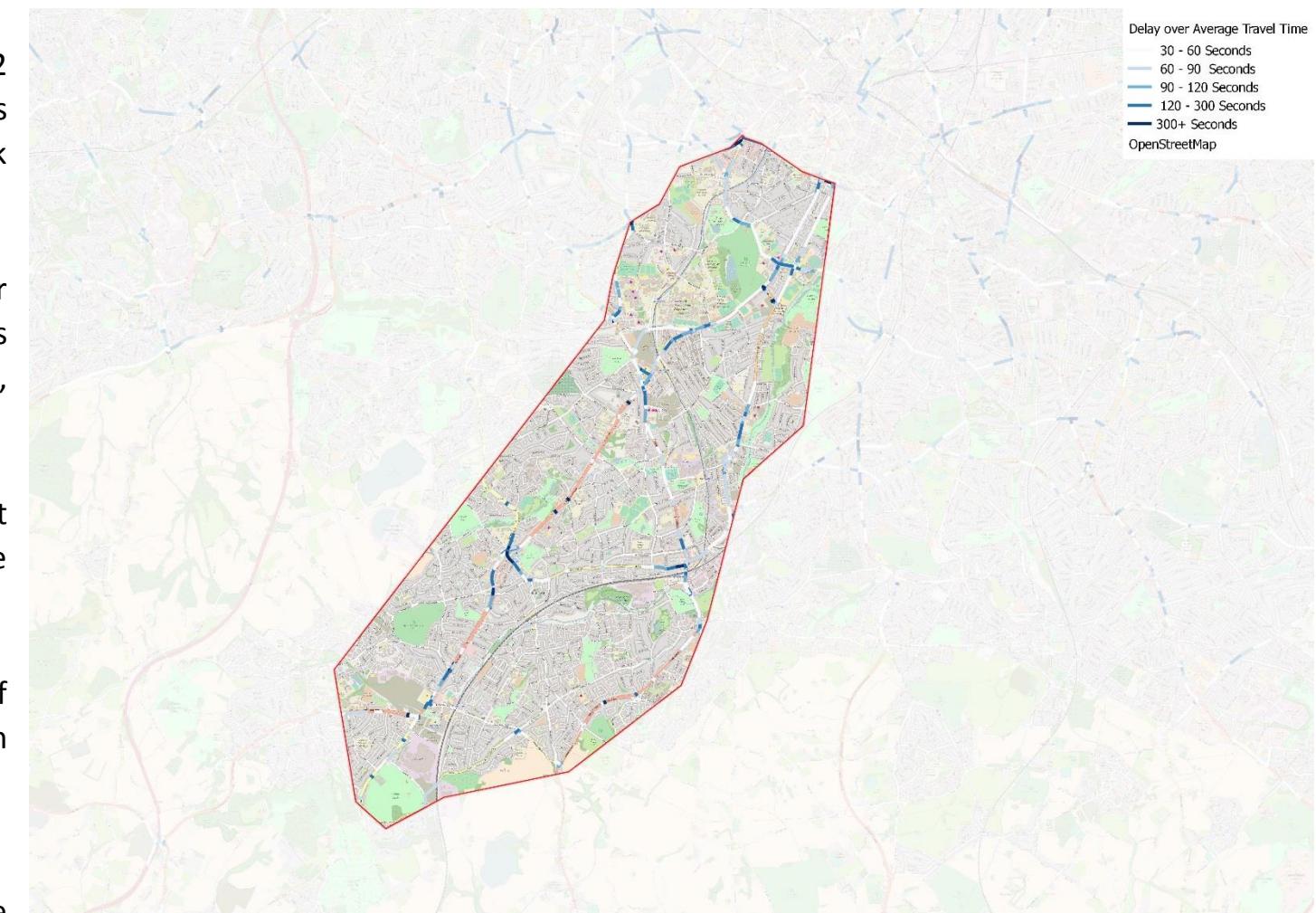
- Longbridge, Lickey Road and Cofton Hackett – residential accommodation and housing (long term plan to deliver 1,450 homes – see Area Action Plan)
- Bristol Road, Longbridge - secure serviced residential accommodation (180 rooms)
- North Worcestershire Golf Course – development of site for primary school and housing (1,000) homes awaiting planning decision
- Potential relocation of Birmingham Children's Hospital

## Transport Issues

- Network Resilience** - This corridor provides a key connection to the M5 and M42 motorways as well as the Black Country and North Worcestershire. However it is impacted by severe congestion on the Motorway Box and by our long term network resilience issues.
- Bus – quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with the introduction of higher quality, express buses and infrastructure upgrades. However, congestion and reliability are still issues, particularly at peak times and around the Hospitals/ University campus.
- Air Quality** - Parts of the corridor are in the Birmingham Air Quality management Area (AQMA) declared for NO<sub>2</sub> and PM<sub>10</sub> but there are opportunities to explore the refuelling infrastructure around the motorway box and associated junctions.
- Road Safety** - South west Birmingham has lower casualty rates than other parts of the city, although the emerging Road Safety Strategy highlights it as an area with higher pedal cycle casualty rates (based on 2008-2012 data).

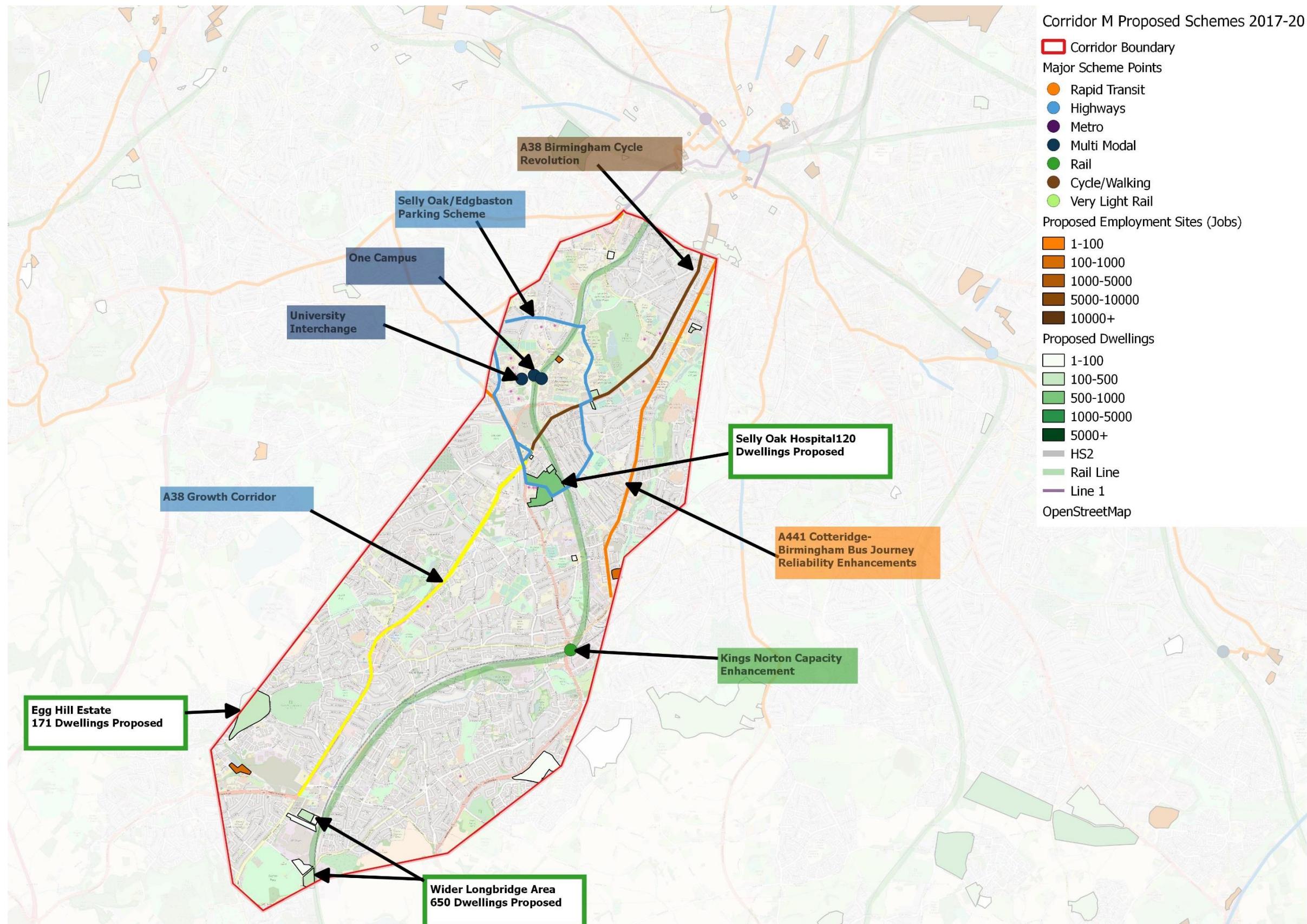
## Planned and Proposed Schemes

- Network Resilience** - Identifying future strategic park and ride opportunities will be crucial in reducing these pressures. The A38 forms part of the West Midlands Key Route Network
- Rail – passenger capacity** - Need to maximise new rail capacity opportunities from the emerging Midlands Rail Hub and the new West Midlands Rail Franchise.
- Rail – passenger facilities** - Delivering new rail stations on the Camp Hill line and wider rail infrastructure such as improvements at University Station are important to tackle congestion and wider access issues across the corridor.
- Rapid Transit and Bus** - Prioritised Sprint routes include an A38 focused route from Birmingham City Centre to Longbridge and Frankley. The University and Hospitals masterplan sets outline long term ambitions for Metro to serve the A38 corridor – post the redevelopment of University Station and A38 Sprint delivery. Improvements to Bus services and infrastructure are being developed through the Bus Alliance Network Development Plans.
- Active Travel Provision** - Birmingham Connected includes a vision for ‘Green Travel Districts’: a concentration of people living and working in an environment where people are put before cars, where residents, workers and visitors can safely walk, cycle or take public transport. 11 locations were proposed, including 3 in this corridor: Selly Oak/ Life Sciences, Northfield and Longbridge. Birmingham City Council is planning to deliver a segregated cycleway along the A38 (between city centre and Selly Oak) as part of the Birmingham Cycle Revolution programme.



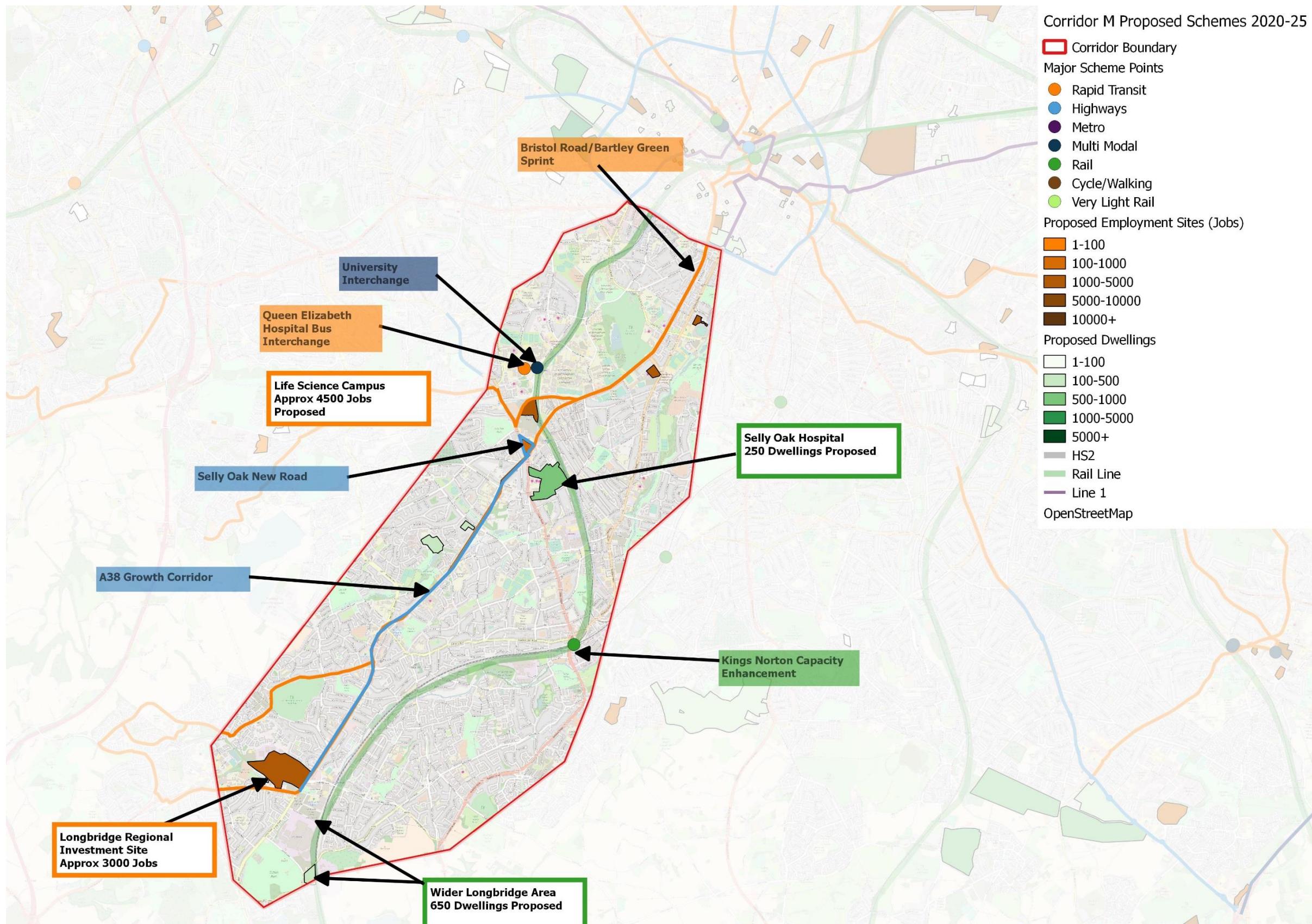
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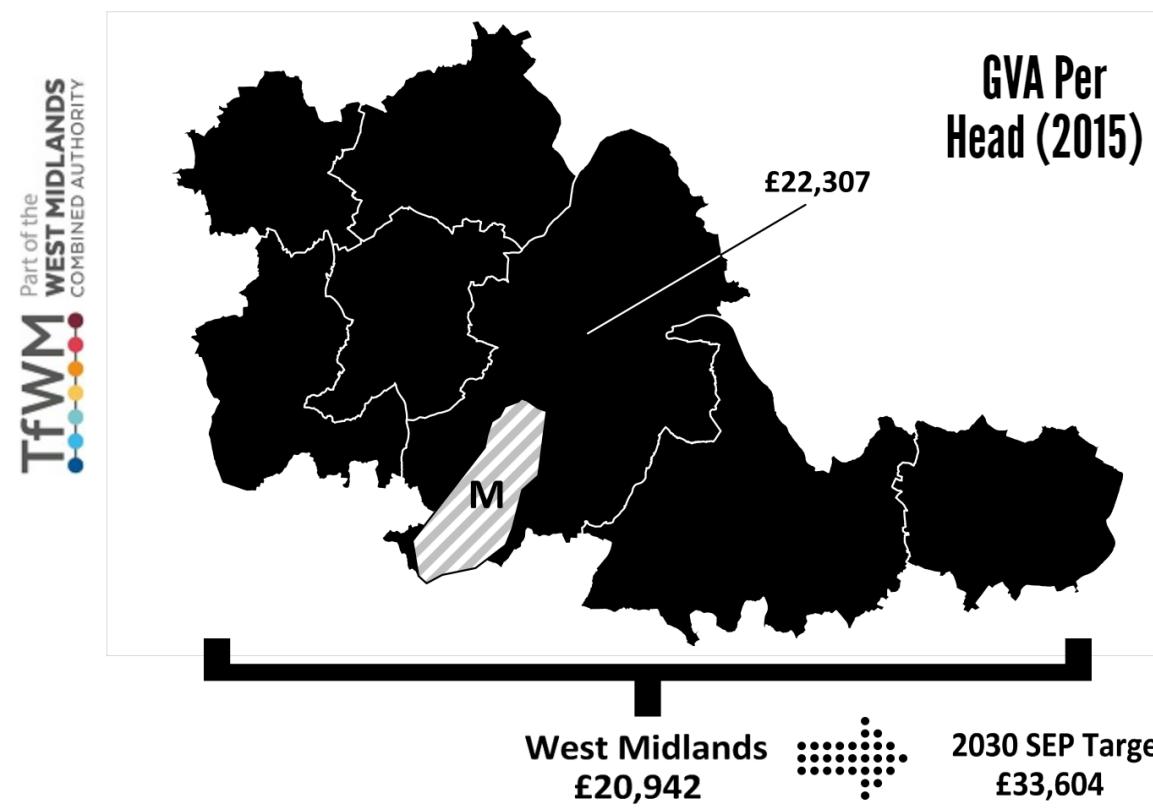


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## Key Statistics



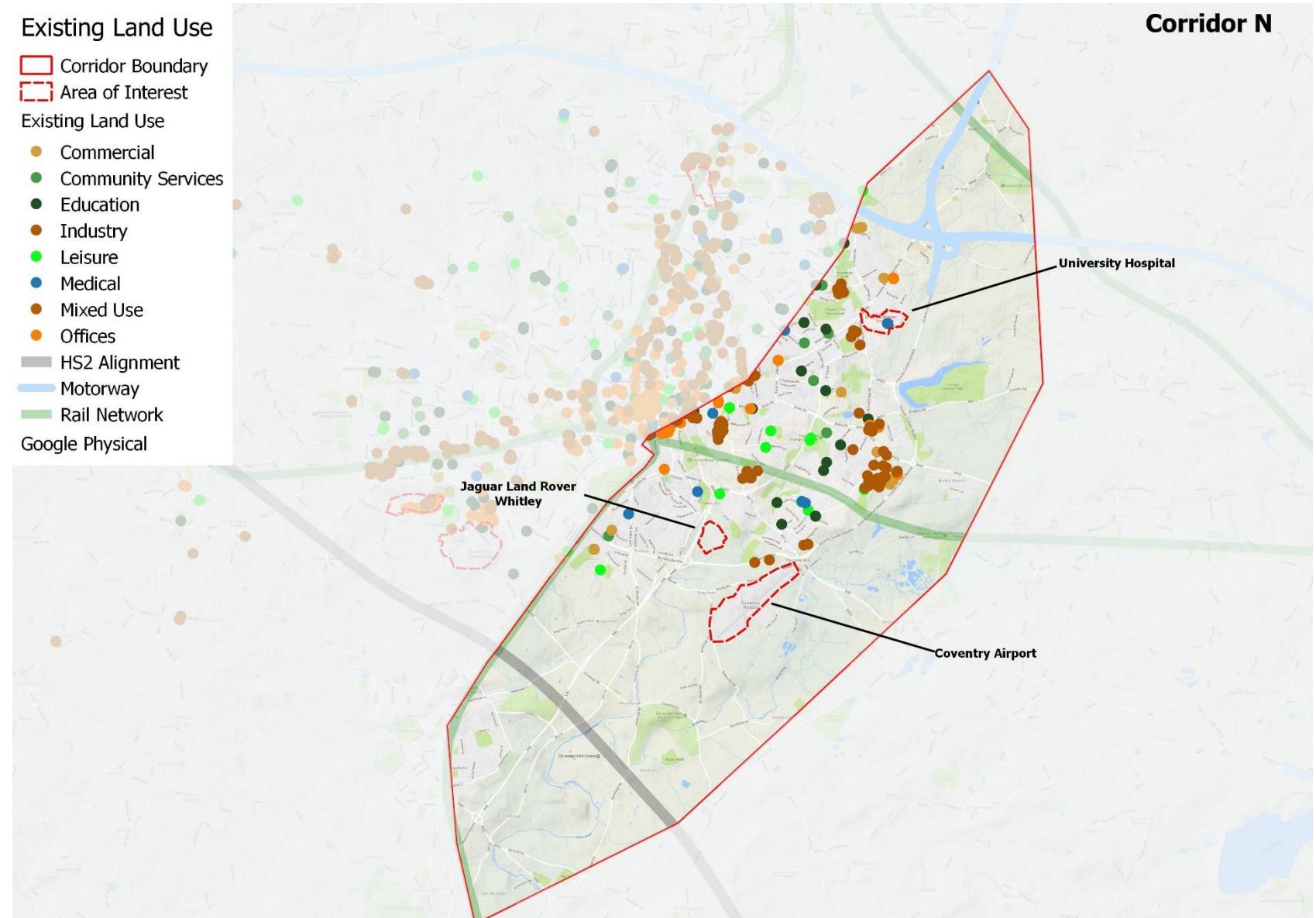
	Corridor M	Met' Area
% unemployed (economically active, aged 16 to 74)	8.3%	9.9%
% households not deprived in any dimension	40.6%	35.2%
% population with no qualifications (aged over 16)	21.3%	29.1%
Average male healthy life expectancy (years)	60	59.9
Average female healthy life expectancy (years)	61.2	60.5
% population travelling to work by car	59.5%	66.9%
% population travelling to work by public transport	22.6%	16.9%
% population travelling to work by bicycle	2.2%	1.7%
% population travelling to work on foot	10.5%	9.4%

### Corridor N

#### East Coventry – A46

- It includes the area of East Coventry and parts of the Warwickshire districts such as Rugby and Warwick and combined, this corridor has a population of 89,606.
- The A46 runs through the corridor north – south and forms part of the national strategic highway network, linking the M1/M69 with the M5 as well as the M5, M40, M69 and M1, together with the A45 - running North East – South.
- Located within the economic arc of Coventry and Warwickshire (following the A46) it is a global UK hub in Advanced Manufacturing and Engineering, with business and research links across the world. This will be boosted further by the arrival of HS2 and UK Central.
- The economic arc provides nearly 15,000 jobs at employment sites such as Ansty Park, Jaguar Land Rover, Whitley South, Whitley East, Ryton and Stoneleigh Park. Proposed developments around Coventry Airport will result in a further 114.2 hectares of new development and 25,000 new jobs.
- The Coventry - Leamington Spa rail line serves the edge of the corridor towards the west but is currently being upgraded with a new station at Kenilworth and signalling upgrades.
- Provides important service facilities including the University Hospital Coventry.
- Key local centres within the corridor include Stoke, Stoke Alderman, Bell Green, Binley, Whitley as well as Brandon Road Major Shopping District.
- The corridor has some of the most deprived wards including Longford, Henley, Wyken, Binley and Willenhall, Lower Stoke and parts of St Michaels as well as some of the least deprived such as Earlsdon and Winbody. Therefore there is a range of contrasting social problems in the corridor.
- It has considerable potential for economic and housing regeneration, particularly if there is future provision of Very Light Rail to JLR/Whitley and also to UK Central and HS2.

Existing Land Use  
□ Corridor Boundary  
□ Area of Interest  
Existing Land Use  
● Commercial  
● Community Services  
● Education  
● Industry  
● Leisure  
● Medical  
● Mixed Use  
● Offices  
— HS2 Alignment  
— Motorway  
— Rail Network  
Google Physical



**Corridor Growth and Development****Coventry Gateway**

East Coventry and South Warwickshire offer unique opportunities to capitalise on. HS2 will have a transformational change on this corridor, alongside the growth of JLR and other advanced manufacturing industries. This arc of employment is seen as a global UK hub in Advanced Manufacturing and Engineering, providing over £800m of GVA and delivering 19,000 additional jobs by 2031.

**University Hospital Coventry**

University Hospital Coventry employs 6,500 staff and cares for one million patients from across Coventry and Warwickshire annually and is a major trip generator.

**Ansty Park**

Ansty Park and its Manufacturing Technology Centre and Aerospace Research Centre specialise in manufacturing as well as B1 uses such as prestige office accommodation. In the future, the site will expand further by 62 hectares under phase 2, providing 5,700 more jobs.

**Ryton Employment Site**

Ryton Employment Site (Ryton Prologis Park) covers 50 hectares of industrial and distribution facilities and will provide a further 500 jobs by 2021.

**Whitley / JLR**

Whitley Business Park - the global headquarters for Jaguar Land Rover alongside Whitley South (26.5 hectares) and Whitley East (25 hectares) specialize in advanced manufacturing, logistics, and hi-tech research and development opportunities. By 2026, these sites combined will see 7,600 new jobs. A £7million slip road on the A444 has helped connect these sites and now a £35 million road/bridge will connect the Whitely South site over Stonebridge Highway - further enhancing connectivity.

**Coventry Gateway / Former Severn Trent Works**

The largest of the sites is the former Severn Trent Works, on land adjacent to Coventry Airport. This site totalling 120 hectares is being considered as a regional employment site – focusing on technology, manufacturing and distribution and could provide 10,000 new jobs.

**Ryton Park**

Towards the very southern east side of the corridor lies Ryton Park (AKA Prologis Park). It covers a 30 hectare site and been identified as regionally significant.

**Stoneleigh Park**

Stoneleigh Park is home to over 60 businesses specializing in rural sciences and business innovation. Companies include those specialising in food production, equine and livestock husbandry, sustainability, renewable energy, agri- and bio-sciences. Over the next ten years, £50 million will be invested in Stoneleigh Park to support services and growth of the site.

**Other Business Parks**

More established industrial parks lie in the middle of this corridor including Binley Business Park, Peugeot and Severn Stars Industrial Estate comprising of nearly 60 companies. Middlemarch Business Park near to Coventry Airport also provides storage/distribution use.

**Walsgrave Hill farm housing / Walsgrave SUE**

Walsgrave Hill Farm is proposing 900 dwellings together with 150 at nearby Elms Farm.

**Small housing sites**

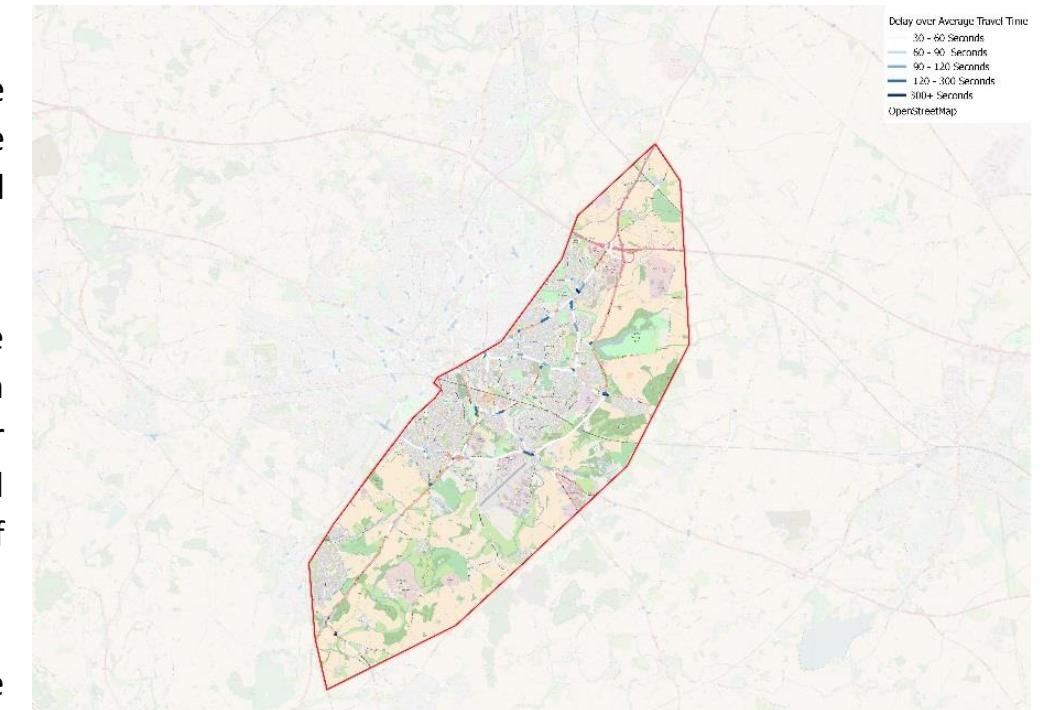
London Road/Allard Way is proposing 200 new homes and the former Lyng Hall Playing Fields is proposing a further 150 dwellings.

**Transport Issues**

- **Network Resilience** - A key corridor for connecting to the M6 and M42 motorways but is impacted by severe congestion on the A45 and by the regions long term network resilience issues. Major capacity improvements on the A46 at Binley and Walsgrave junctions (part of Highways England's Road Investment Strategy) and the proposed A46 link road will assist in this.
- **Bus - quality and reliability** - Important bus routes run throughout the corridor and various infrastructure upgrades such as Tollbar End Roundabout have taken place but reliability and congestion are still issues. An experimental suspension of some of Coventry's bus lanes is being undertaken from January 2017 and locations for the trials include Ansty Road/Walsgrave Road, London Road, Binley Road, London Road and Ansty Road. This will help gain an evidence based understanding of the effectiveness of existing bus lanes and the potential impact of their removal or retention.
- **Air Quality** - The entire city of Coventry was declared an AQMA for NO<sub>2</sub> and PM10 in 2009 and sections of the A444, A4600, A4114, Walsgrave Road, Sky Blue Way, Stoney Stanton Road are exceeding the 40ug/m<sup>3</sup> annual mean limit in this corridor.
- **Road Safety** - Coventry City Council identifies the B4027/A428, A444, A4600 and B4110 as exhibiting the highest rates of casualties and a number of 20 mph Zones could be explored to improve safety.

**Planned and Proposed Schemes**

- **Road** - The A4114, A444, A4600, A4082 and A428 form part of the WMKRN and key for connecting Birmingham and Warwickshire to Coventry. A46 link road
- **Rapid Transit** - Delivery of a Very Light Rail network serving Coventry city centre and the economic arc will help tackle congestion across the corridor. In the longer term, it could be extended to serve UK Central and HS2.
- **Active Travel Provision** - Cycle Coventry and Warwickshire improvements are being developed and include seven routes from the city centre to eastern Coventry and an orbital route. The National Cycle Network Route Route 53 will also serve this corridor and link Coventry to Solihull and Birmingham.
- **Rail - passenger facilities** - Phase 2 of NUCKLE will see a new station at Kenilworth on the Coventry - Leamington line opening in late 2017, upgrades in the line and improved services. Along with the Coventry Station Bay platform, services could be extended to Leicester and Nottingham, facilitated by the construction of a single track dive-under to the south of Nuneaton Station. Coventry South station could also be built on this line with strategic park and ride facilities to cater for future growth.
- **Rail - passenger services** - improvements could also deliver enhanced connectivity to Peterborough, Cambridge and Reading and more frequent trains to Milton Keynes and Northampton. Also direct connectivity to the North West Midlands and North West England with services to Telford, Manchester and Liverpool as well as East Midlands including Thames Valley and South East England.



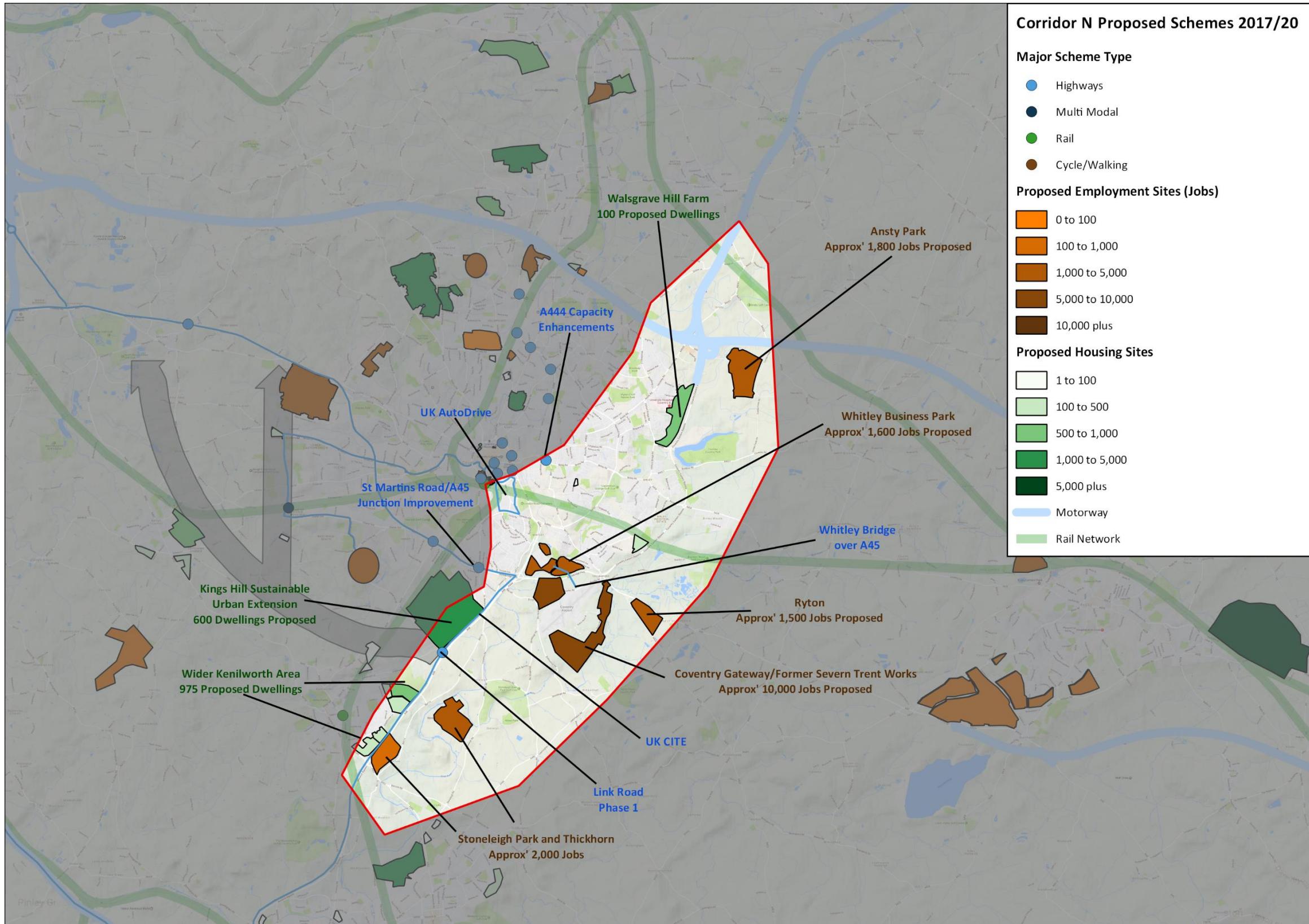
## **MOVEMENT FOR GROWTH:**

### Ten Year Delivery Plan

- **Transport Innovation** - The corridor is at the forefront of developing Connected and Autonomous Vehicles with trials taking place. The development and application of digital technology will help maximize the capacity of existing networks through initiatives like this along with real time travel information, contactless payments and intelligent priority for public transport.

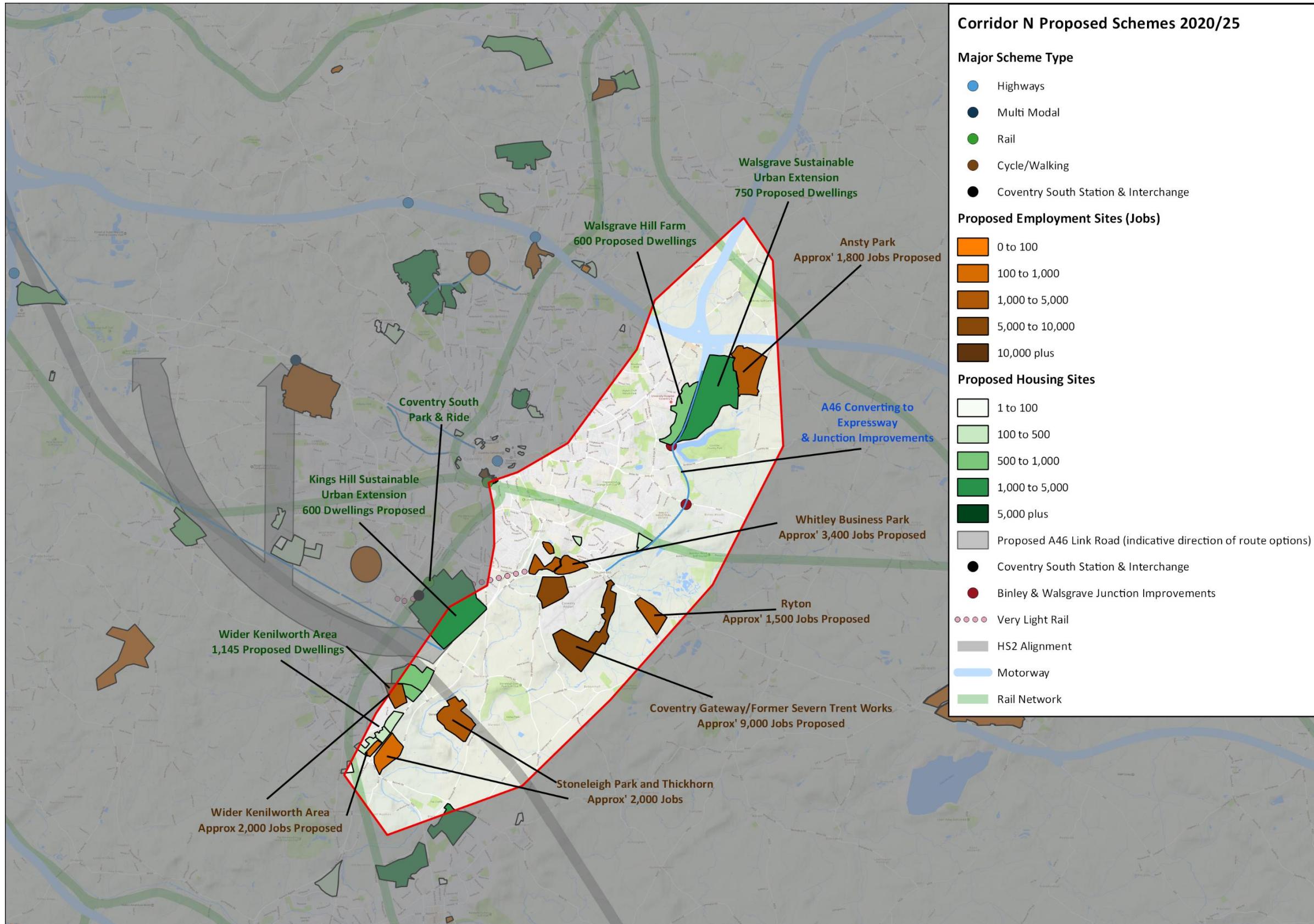
## MOVEMENT FOR GROWTH:

Ten Year Delivery Plan



## MOVEMENT FOR GROWTH:

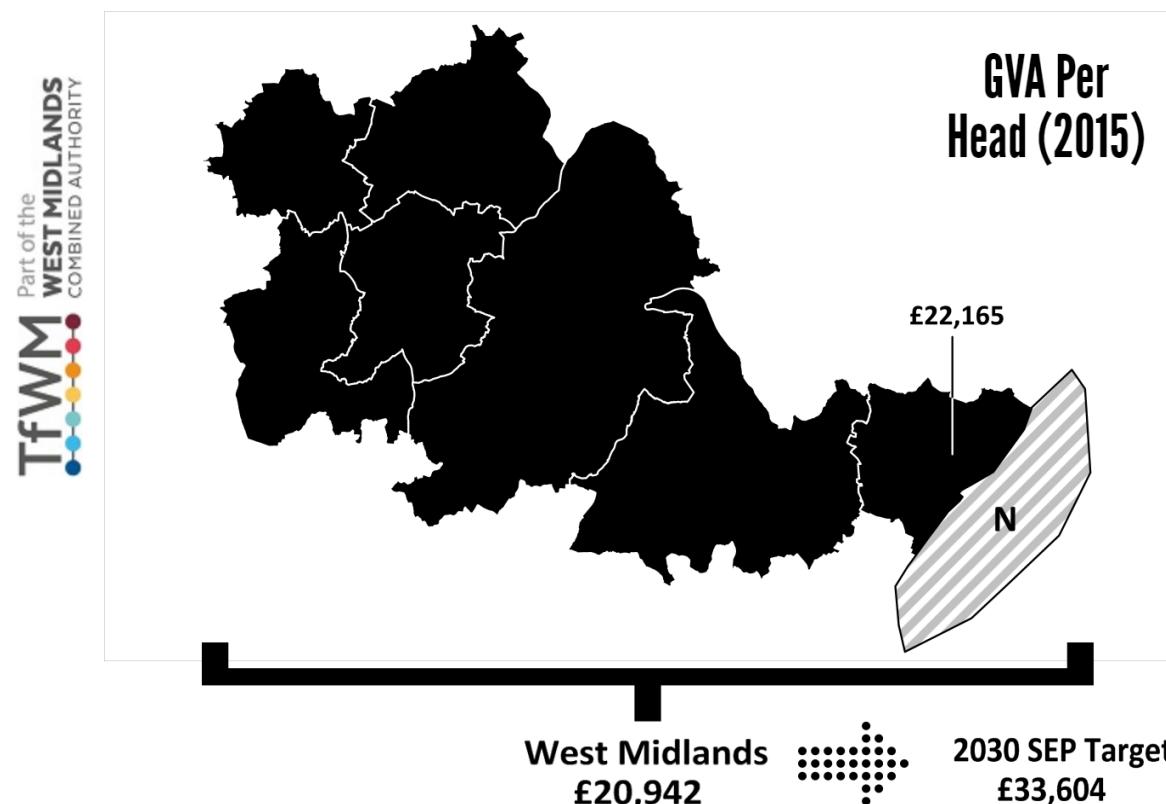
Ten Year Delivery Plan



## MOVEMENT FOR GROWTH:

Ten Year Delivery Plan

### Key Statistics

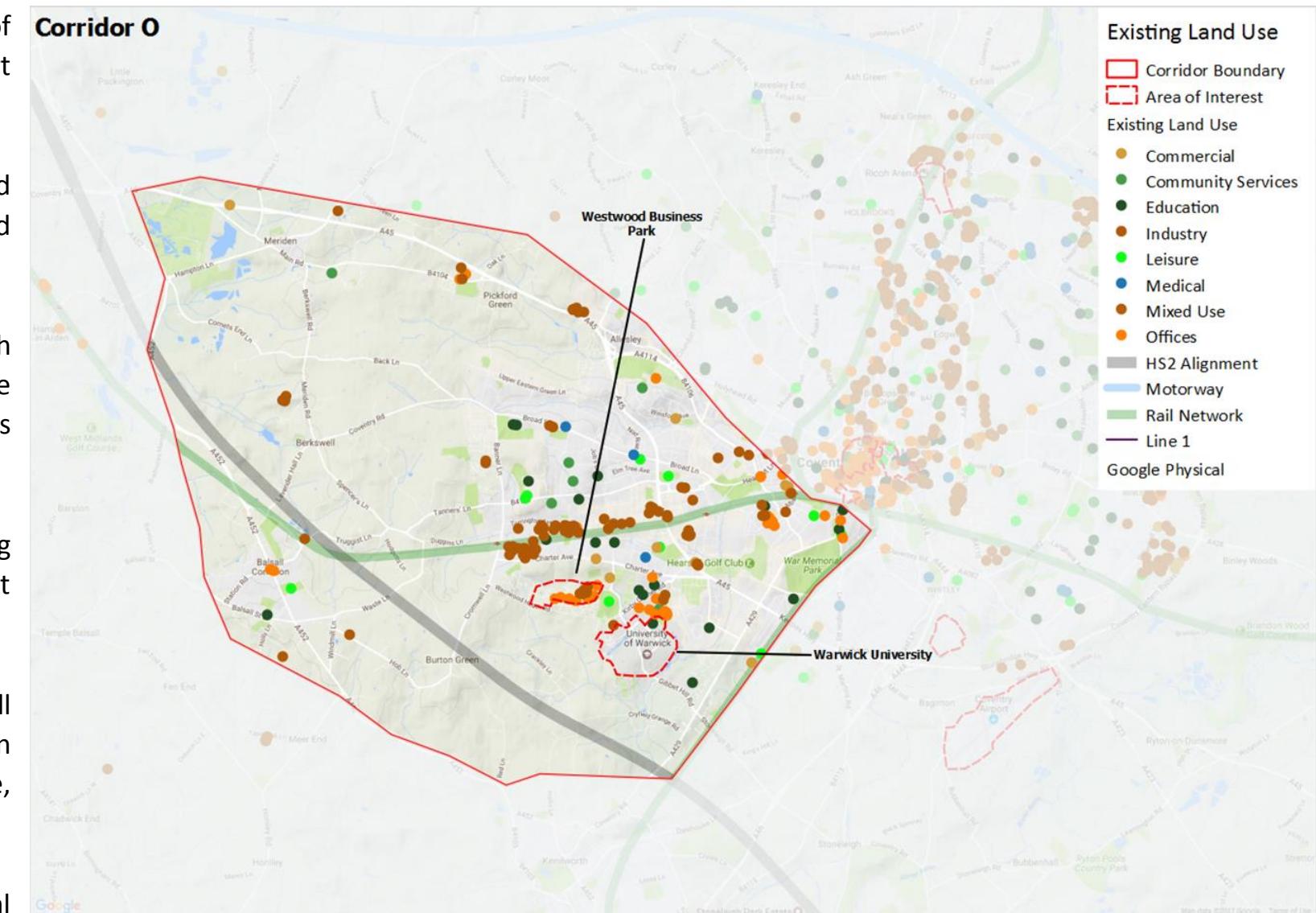


	Corridor N	Met' Area	
% unemployed (economically active, aged 16 to 74)	7.2%	9.9%	
% households not deprived in any dimension	40.4%	35.2%	
% population with no qualifications (aged over 16)	23.6%	29.1%	
Average male healthy life expectancy (years)	60.6	59.9	
Average female healthy life expectancy (years)	61.7	60.5	
% population travelling to work by car	69.2%	66.9%	
% population travelling to work by public transport	12.7%	16.9%	
% population travelling to work by bicycle	2.4%	1.7%	
% population travelling to work on foot	11.3%	9.4%	

## Corridor O

### West Coventry

- This corridor covers West Coventry and East Solihull and follows the arc of growth from Coventry City Centre - University of Warwick – Birmingham Airport /UK Central and HS2 Interchange Station.
- The corridor has a population of 86,894. Wards including Westwood and Woodlands experience some of the highest levels of deprivation and unemployment in the region.
- Located in between major economic growth drivers such as Coventry's south east economic arc and Birmingham Airport, the area offers a number of unique opportunities. At the top of the corridor, UK Central will deliver 36,000 new jobs and the new HS2 interchange will bring significant investment and growth.
- The arrival of HS2 will have a transformational change on this corridor (running parallel), alongside the growth of the University of Warwick and new employment land at Eastern Green, creating 2,500 new jobs on a 36 hectare site.
- Significant housing growth at Eastern Green Sustainable Urban Extension will see 2,250 new homes in Coventry. Also a further 1,150 new homes in eastern Solihull, and 2,500 on the Warwickshire/Coventry boundary at Cromwell Lane, Kings Hill and Westwood Heath.
- The A45 runs partially through the corridor and forms part of the national strategic highway network, linking Coventry to the M42. The potential A46 link road could take some of the strain from the existing A45 and A46 corridors, caused by major expansion and job growth from Whitley South, Coventry Airport, Ryton and Ansty and help connect this economic arc to HS2, Birmingham Airport, UK Central and the wider region.
- The West Coast Mainline operates through the corridor with Canley, Tile Hill and Berkswell stations serving local residential areas. This corridor also forms Corridor 1 of Midlands Connect: Birmingham – Coventry/Leicester – Northamptonshire – Milton Keynes and the South.
- The corridor provides a mixture of industrial provision as well as being home to Coventry Business Park and Westwood Business Park.
- Important local centres are located within the corridor including Allesley, Canley and Tile Hill. There is also a number of retail outlets including Central Six Retail Park and Lime Tree Park together with the main district centre for West Coventry - Cannon Park.



**Corridor Growth and Development**

West Coventry and East Solihull offers a number of unique opportunities to capitalise on. The arrival of HS2 and potential A46 link road should have a transformational change on this corridor, alongside the development of UK Central and its hub area.

**UK Central/Birmingham Airport and NEC**

UK Central is a prime investment location with its Hub area providing a concentration of global businesses and strategic economic assets including HS2 Interchange, Arden Cross, Birmingham Airport, the National Exhibition Centre and a range of business parks. Combined, these economic assets will be key trip generators for people living in this corridor.

**University of Warwick expansion**

The corridor sites the University of Warwick and its Science Park (hosting 35 companies). Its home to 24,683 students and 6,000 staff. The National Automotive Innovation Centre - a £92 million investment between the Government, Jaguar Land Rover and TATA Motors European Technical Centre (TMETC) is currently being developed, providing a 7,200 m<sup>2</sup> expansion and 500 new jobs. Other extensions include a new sports complex, Central Campus West and Central Campus East. The University's Arts Centre also hosts 1,500 events a year, attracting over one million visitors.

**Business Parks**

Coventry Business Park employs 2,000 people and hosts 35 companies. Westwood Business Park and other smaller parks are also located in the corridor and are major trip generators.

**HS2 Construction Compound**

The HS2 Construction Satellite Compound at Stoneleigh /A46 Junction will be used as a site for engineering, planning and construction delivery, commercial and administrative staff. The planned Stoneleigh junction improvement will support the compound and provide wider resilience.

**Eastern Green Employment Development**

Eastern Green will see up to 36 hectares of employment land available for research and development, industrial and storage/distribution occupiers (B1, B2 & B8) which in turn will provide 2,500 new jobs. Planning applications/master plans have been submitted for the site and work could start as early as 2017, through a phased development approach.

**Kings Hill SUE / Westwood Heath**

Kings Hill SUE is the largest of the housing allocation sites and is proposing 1,800 new homes (Warwick District Local Plan) and phased over a number of years. Westwood Heath consists of 425 proposed houses (Warwick District Local Plan), on land south of Westwood Heath Road.

**Eastern Green SUE**

This 15 hectare site adjoining the A45 is the largest housing development in the corridor, providing 2,250 new dwellings and a new District Centre.

**East Solihull**

Areas such as Balsall Common could see around 1,150 new homes developed over the next 15 years are being proposed in the Solihull Local Plan Review 2016.

**Other housing sites**

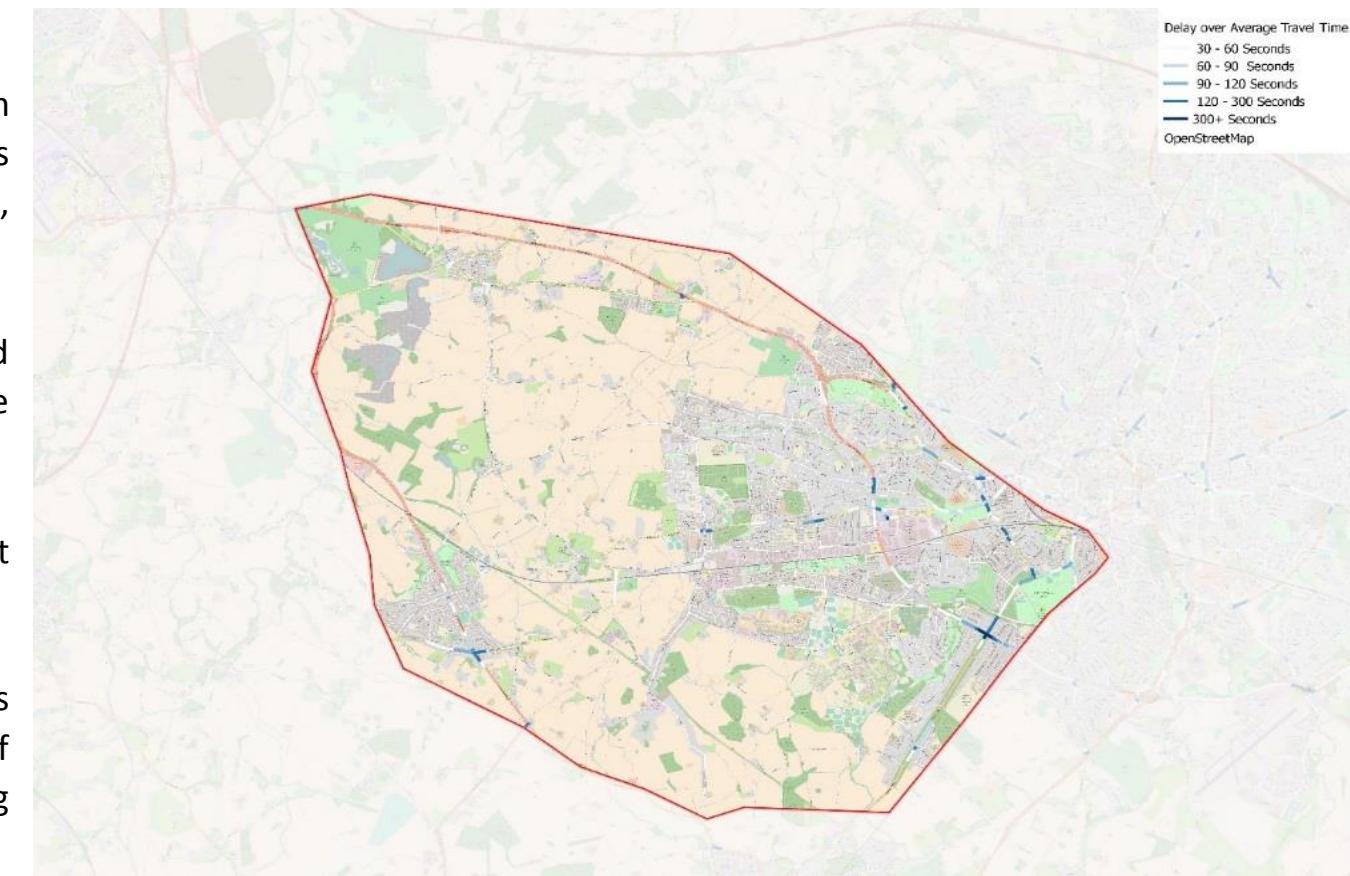
Smaller housing allocation sites include the former Transco Site on Abbots Lane - providing 100 new homes together with the Site of LTI Factory along Holyhead Road providing 110 new homes. Towards the west end of the corridor lies Land off West of Cromwell Lane which will see 240 new homes.

### What is planned for Transport?

- **Network Resilience** - Key for connecting to the M6 and M42 motorways but impacts greatly from congestion on the A45 and M6 and by long term network resilience issues. This then undermines Coventry's attractiveness for investment. The planned HS2 rail line will run parallel along this corridor, with the local transport network taking the strain during its construction period.
- **Air Quality** - The entire city of Coventry was declared an AQMA for NO<sub>2</sub> and PM<sub>10</sub> in 2009 and sections of the Holyhead Road and Queensland Avenue junction with Allesley Road are exceeding the 40ug/m<sup>3</sup> annual mean limit in this corridor.
- **Rail - passenger services** - Need to maximise the released capacity on the West Coast Mainline post 2026 and provide direct links from Leamington Spa to Birmingham Airport and onto Birmingham.
- **Bus - quality and reliability** - Important bus routes run throughout the corridor and the area has seen success with certain infrastructure upgrades but congestion and reliability are still issues. Trials of the bus lane suspension at various locations (currently a policy being trialled by Coventry) are taking place upon this corridor including at Herald Avenue and Tile Hill Lane.

### Planned and Proposed Schemes

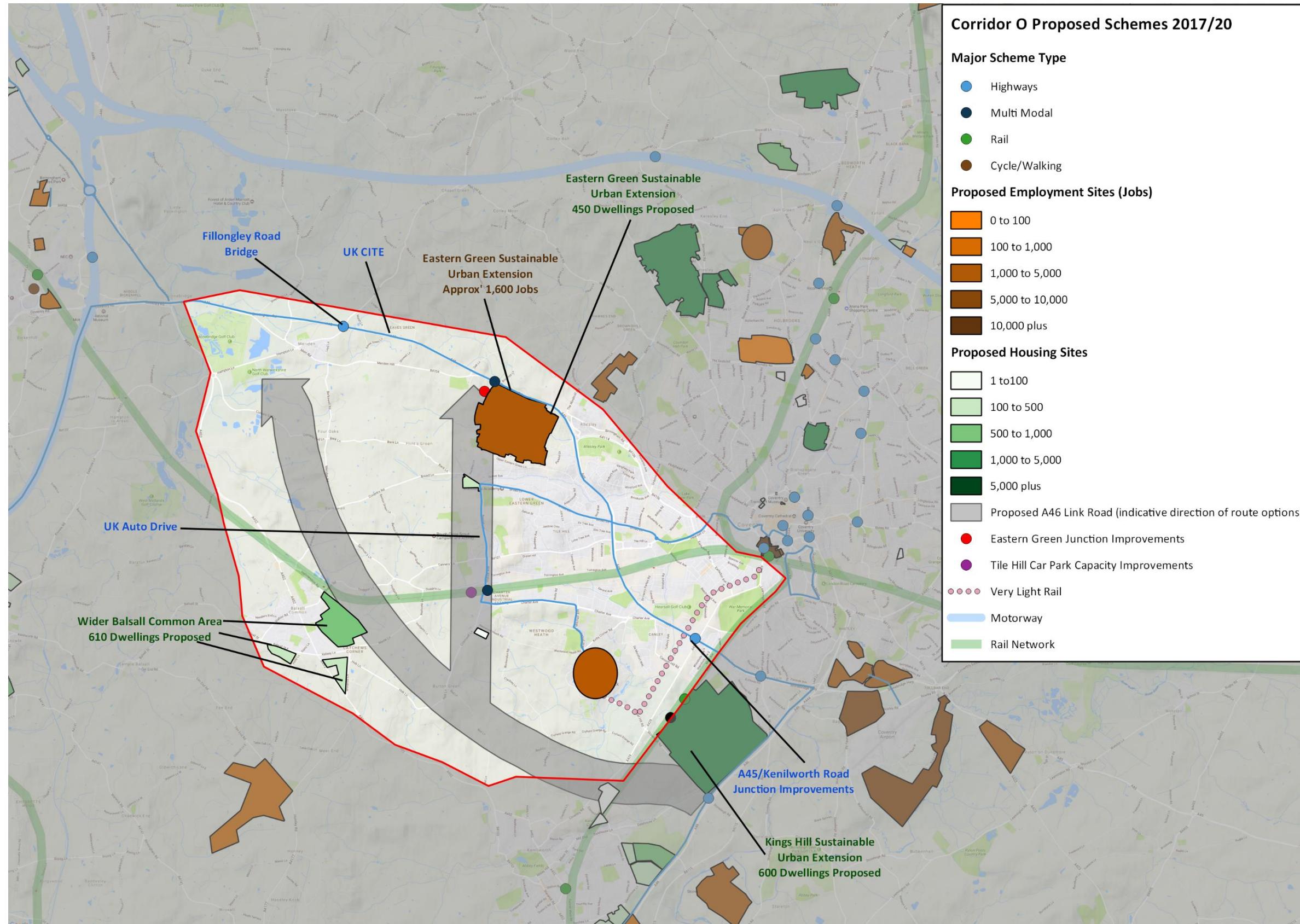
- **Road** - Delivering a new A46 link road (starting at the A46 Stoneleigh junction and heading towards Birmingham Airport) could join up with either the A452 near Balsall Common or the A45 west of Coventry and provide a vital alternative route for diverted M6 traffic. A partnership between Warwickshire County Council, Solihull MBC and Coventry City Council are currently examining the area of search.
- The A4114 (N), B4106, A429 and A45 form part of the WMKRN which are key routes for connecting Birmingham to Coventry as well as connections across Warwickshire.
- **Rapid Transit** - Exploring the delivery of Very light Rail to serve economic areas like the University of Warwick, JLR and UK Central are important for tackling congestion.
- **Rail - passenger facilities** - A new railway station in the south of Coventry with strategic park and ride facilities, to cater for future growth is planned together with additional car park provision at Tile Hill Station.
- The corridor will benefit from upgrading the Midlands Rail Hub (which includes additional track between Coventry and Leamington) and connections to Birmingham, including a new Coventry South Station with park and ride facilities.
- **Active Travel Provision** - A strategic network of cycle routes and feeder routes, serving the University of Warwick and business parks across the corridor and connecting employment sites with residential areas are being developed Many will be incorporated into the West Midlands strategic Cycle network and the National Cycle Network Route 53 will connect



## MOVEMENT FOR GROWTH:

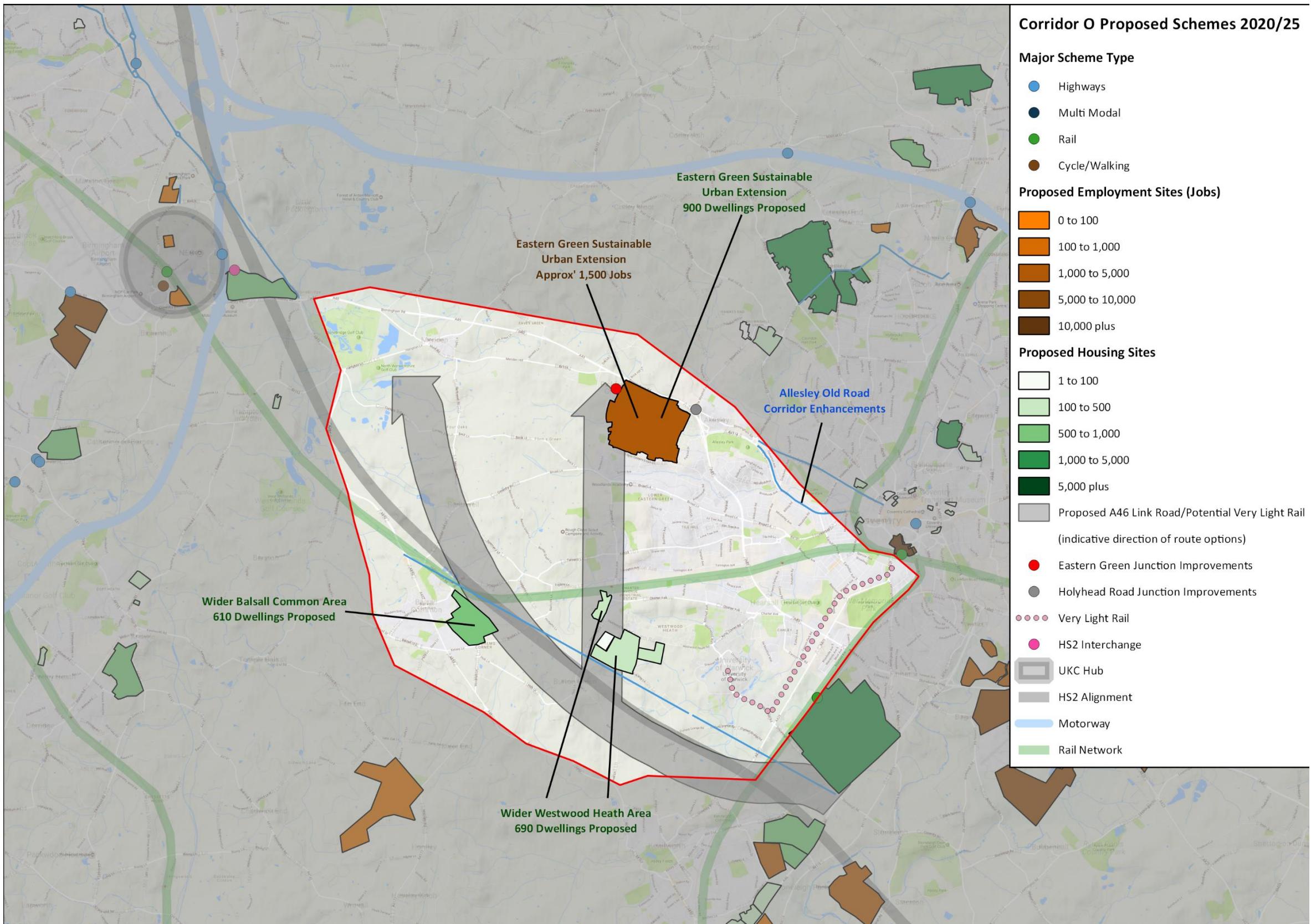
### Ten Year Delivery Plan

Coventry to UK Central and Birmingham. Coventry's ambition to be a 20mph city will also see a number of 20mph areas being rolled out across the corridor and will help encourage active travel.

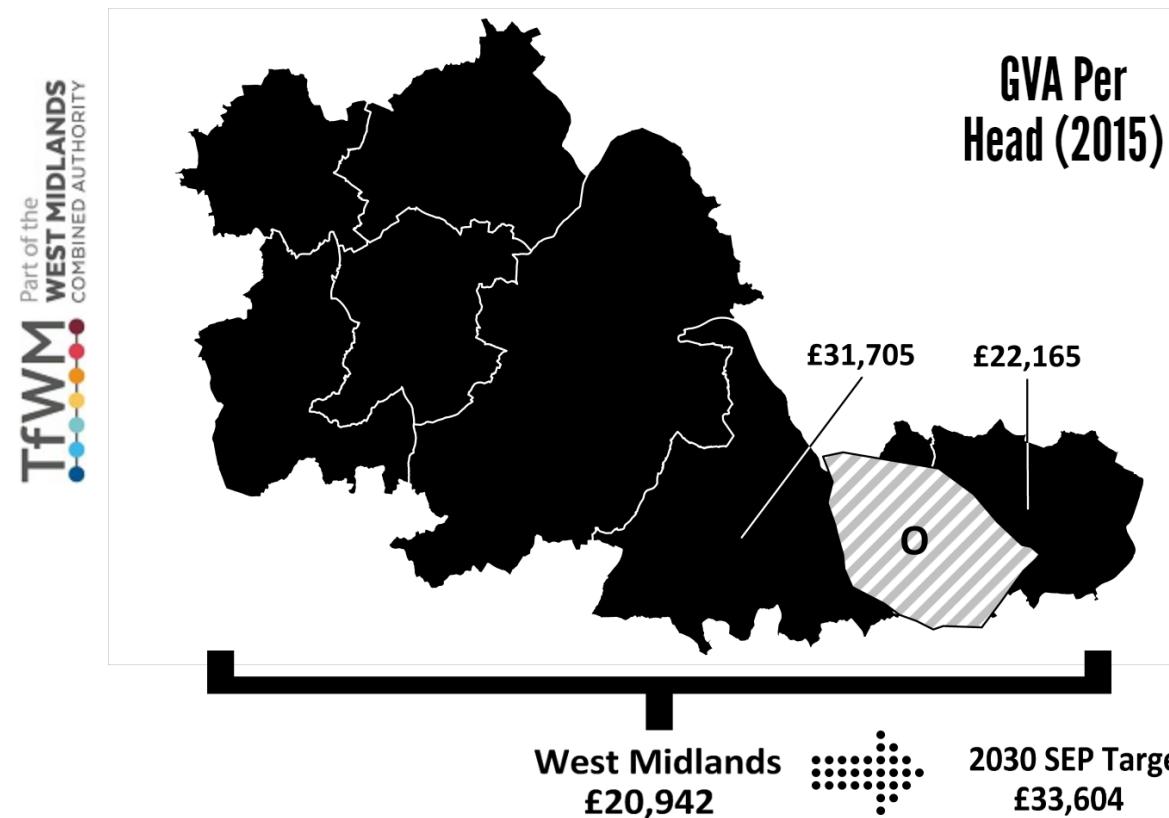


## MOVEMENT FOR GROWTH:

Ten Year Delivery Plan



## Key Statistics



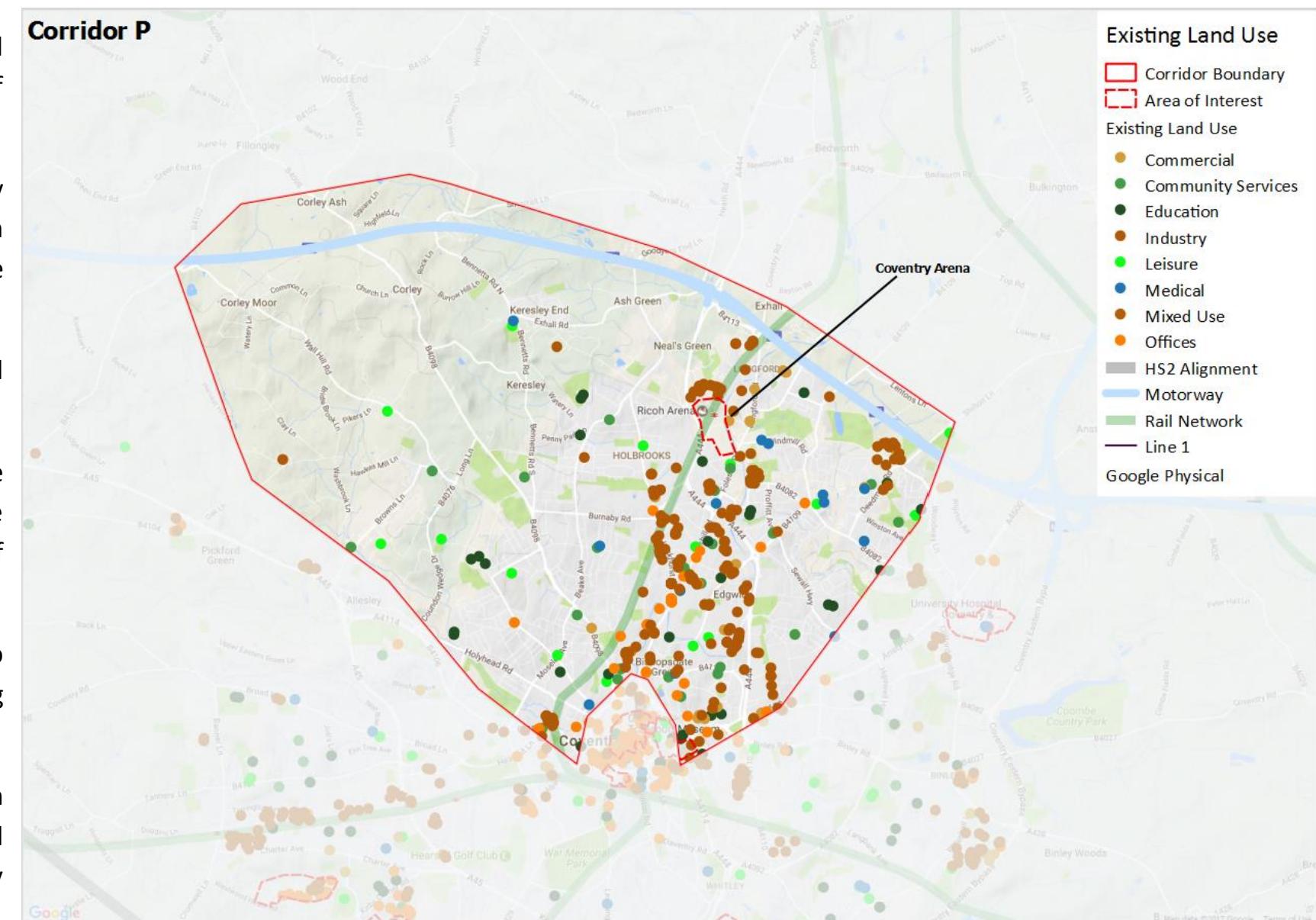
	Corridor 0	Met' Area
% unemployed (economically active, aged 16 to 74)	5.4%	9.9%
% households not deprived in any dimension	48.2%	35.2%
% population with no qualifications (aged over 16)	18.2%	29.1%
Average male healthy life expectancy (years)	64.9	59.9
Average female healthy life expectancy (years)	65.7	60.5
% population travelling to work by car	70.4%	66.9%
% population travelling to work by public transport	10.7%	16.9%
% population travelling to work by bicycle	3%	1.7%
% population travelling to work on foot	9.6%	9.4%

# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Corridor P - North Coventry

- The corridor covers the northern section of Coventry city centre to the border of North Coventry and North Warwick Council and Nuneaton and Bedworth. Its main arterial roads include the A444, B4109 and B4098 and serve as key commuter routes from northern residential areas to the south eastern economic arc.
- This corridor is an important gateway connecting Coventry with the M6 and the wider motorway network. Combined, the corridor contains a population of 138,712.
- Located close by to a number of economic drivers including Coventry City Centre and Bermuda Park, it offers unique opportunities to capitalize on including employment and housing growth at Kerseley. If there is provision made for Very Light Rail, this could further drive change.
- Key employment sites including Lyons Park and Prologis Park, which will continue to expand, providing 1000s of new job opportunities.
- There are economic inequalities between the poorly performing areas in the north (North Coventry, Nuneaton & Bedworth and Rugby) and those more prosperous areas in the south of Coventry. The corridor has the highest levels of deprivation, unemployment and poor educational attainment.
- Provides connectivity to the East Midlands including Leicester and onto Nottingham and the logistics 'golden' triangle that is essential for supporting supply chains to industry.
- It is served by the Coventry – Nuneaton railway line, connecting residents in the north to the city centre and employment opportunities southwards and forms part of the NUCKLE programme to improve north to south connectivity across Coventry and Warwickshire.



- Important service and leisure facilities are located in the corridor including Coventry Ricoh Arena, Arena Park Shopping Area (Major District Centre of Coventry), together with smaller centres including Holbrook Lane, Longford Road, Radford Road, Gallagher Retail Park, Court House Green and Alvis Retail Park.
- The corridor has developed good cycling routes connecting residential areas and employment sites in the north to the city centre and beyond.
- Underpinning the above is the development and application of digital technology, to maximize the capacity of existing networks through initiatives like autonomous vehicles, real time travel information, contactless payments and intelligent priority for public transport.

# **MOVEMENT FOR GROWTH:**

## Ten Year Delivery Plan

### **Corridor Growth and Development**

The northern corridor of Coventry offers a number of unique opportunities to capitalise on this potential. Significant housing growth at Keresley and economic growth across the corridor should have a transformational change on this corridor, alongside the arrival of HS2 and connections to UK Central.

### **Keresley Sustainable Urban Extension (SUE)**

Keresley SUE will see around 3,100 new dwellings, and supported by a new Keresley Link Road around the north west of Coventry.

### **Paragon Park**

Paragon Park could see around 1,000 new homes built on this site.

### **Coventry Ricoh Arena**

This is an international destination for business, entertainment and sport. A truly multi-purpose venue and home to Wasps Rugby Club and Coventry City football club with the arena providing 32,600 seat capacity.

### **Lyons Park/Browns Lane**

Lyons Park (the former Leyland Site) and Browns Lane covers 14.6 hectares and currently has outline consent for employment uses and a detailed consent for a 1.1 hectare industrial unit for immediate development. The site has been fully remediated, providing opportunities for new industrial / warehouse / distribution units in for form of B1, B2 and B8 uses and will create 3,000 new jobs.

### **Kersey Prologis Park**

Prologis Park covers 72 hectares, most of which is developed but 14 hectares remains vacant. It specializes in warehousing and is seen as a significant employment site within in this corridor. Over the next 10 years, a further 500 jobs will be created at the park.

### **Bermuda Park**

Bermuda Park, located close to the A444 in Bedworth provides significant employment opportunities. Bermuda Park Extensions 1 and 2 has the potential to accommodate 57 hectares of land for development. Bermuda Park station has also improved access to job opportunities in this corridor.

### **MIRA Technology Park**

Outside the corridor, but significant lies MIRA Technology Park Enterprise Zone. Home to over 37 major test facilities and laboratories and contained within a 163,000 m<sup>2</sup> Technology Park makes MIRA globally unique. MIRA are helping to develop the next generation of electric cars, braking systems, intelligent transport systems and driverless vehicle technologies and good access to this park is vital.

## **MOVEMENT FOR GROWTH:**

### Ten Year Delivery Plan

#### **Smaller employment sites**

The corridor also provides pockets of smaller employment opportunities including Lockhurst Lane, Beake Avenue, Radford Road, Whitmore Park (providing 8 hectares and around 100 new jobs), Holbrook Lane at Durbar Avenue (providing 1.5 hectares) and Paragon Park. All of which provide a range of employment opportunities including industry, warehousing and research and development. Gallagher Business Park, Bayton Road Industrial Estate, Phoenix Way (800 jobs) and Rowley Green are also located within the corridor.

# MOVEMENT FOR GROWTH:

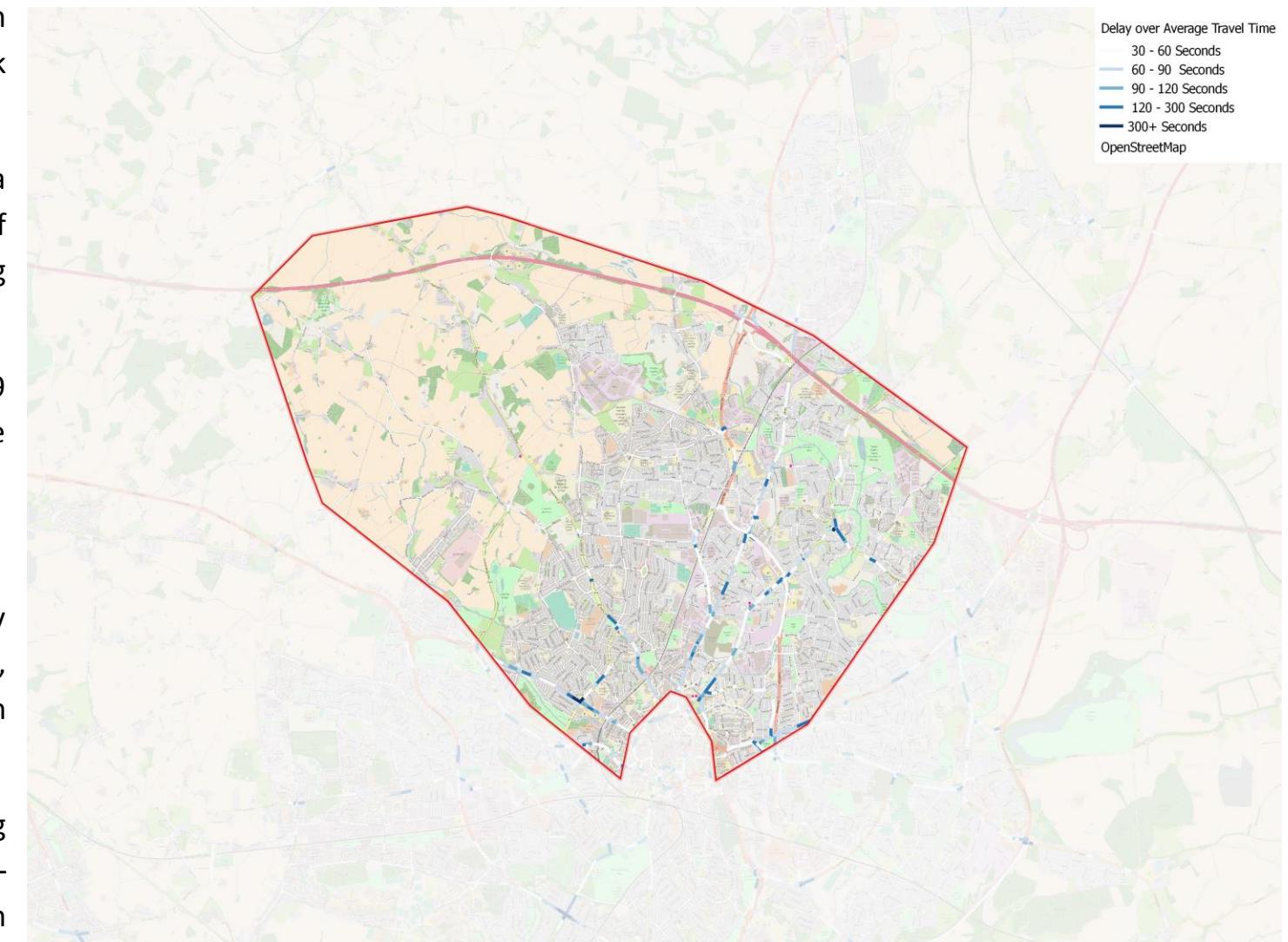
## Ten Year Delivery Plan

### Transport Issues

- **Network Resilience** - The corridor is key for connecting to the M6 motorway but is often impacted by severe congestion on the A444, B4109 and B4098 and by our long term network resilience issues.
- **Bus - quality and reliability** - Important bus routes run throughout the corridor and the area has seen successful infrastructure upgrades but congestion and reliability are still issues. Trials of the bus lane suspension at various locations (currently a policy being trialled by Coventry) including Holbook Lane and Foleshill Road will need to be monitored to assess its impact on this mode.
- **Air Quality** - The entire city of Coventry was declared an AQMA for NO2 and PM10 in 2009 and sections of the Foleshill Road, Stoney Stanton Road and Longford Road, exceeding the 40ug/m<sup>3</sup> annual mean limit in this corridor.

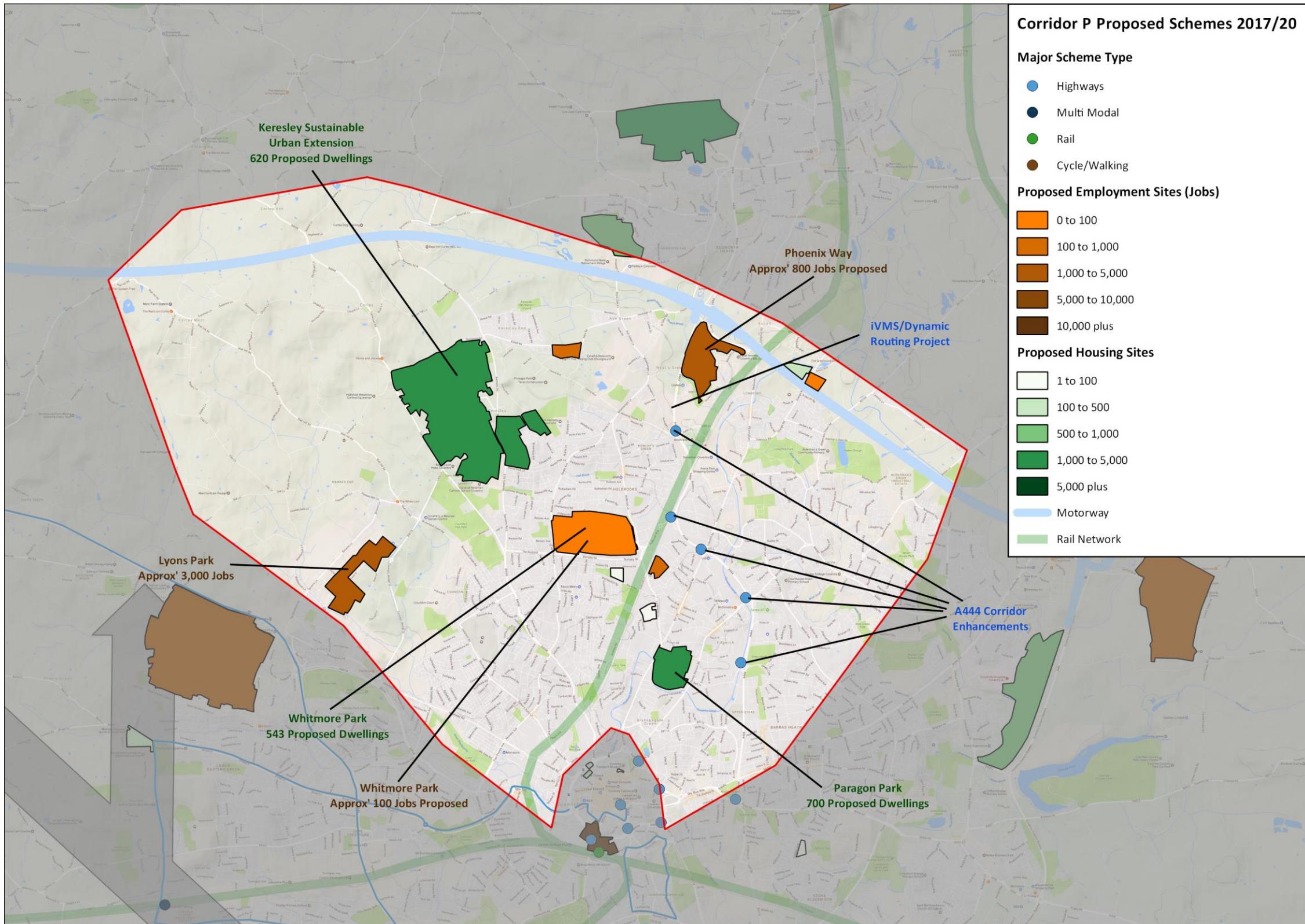
### Planned and Proposed Schemes

- **Road** - Deliver improvements to the A444 and J3 M6 and implementation of the 'Keresley Link Road' to drive growth in the north of the city will be crucial. Support measures on the A444, B4109 and B4098 which form part of the WMKRN and are key for connections to North Warwickshire, the M6 and onto the wider East Midlands.
- **Rail - passenger facilities** - Need to maximise rail capacity opportunities from the emerging Midlands Connect Strategy including connectivity to East Midlands (Leicester/ Nottingham) – facilitated by fly over/dive under south of Nuneaton Station. The corridor could also benefit from electrification and line speed improvements along the Coventry – Nuneaton line.
- **Rail - passenger services** - Delivering on NUCKLE and ensuring increased train capacity is provided, to serve large events at the Ricoh Arena as well as future commuter travel is therefore vital.
- Exploiting future park and ride opportunities are crucial along this corridor.
- **Rapid Transit** - Longer term Very Light Rail routes from Coventry City Centre to the north of Coventry and beyond including to UK Central will benefit the corridor.
- **Active Travel Provision** - Coventry's ambition to be a 20mph city will witness a number of 20mph areas being rolled out across the corridor including around the ward of Foleshill.



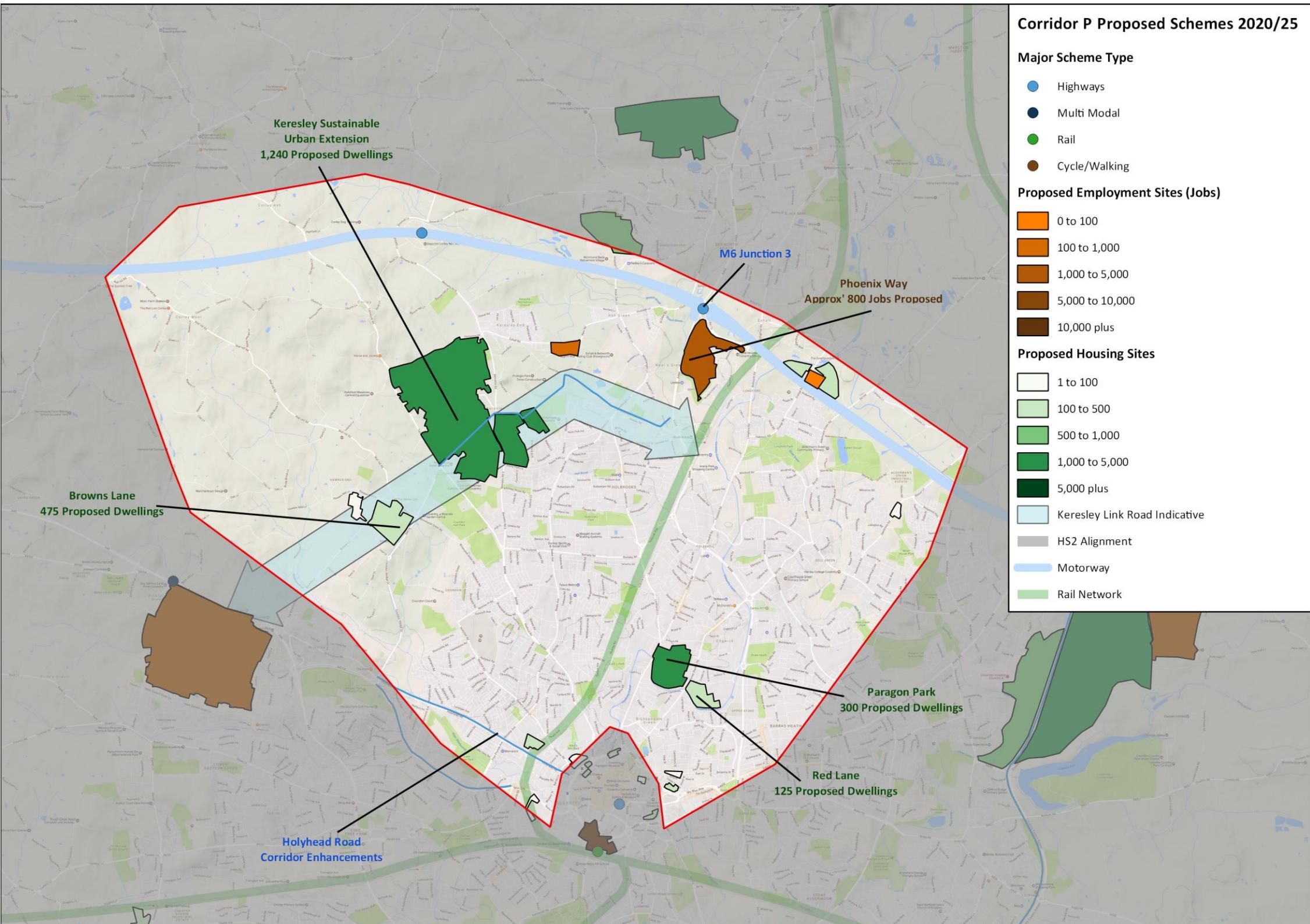
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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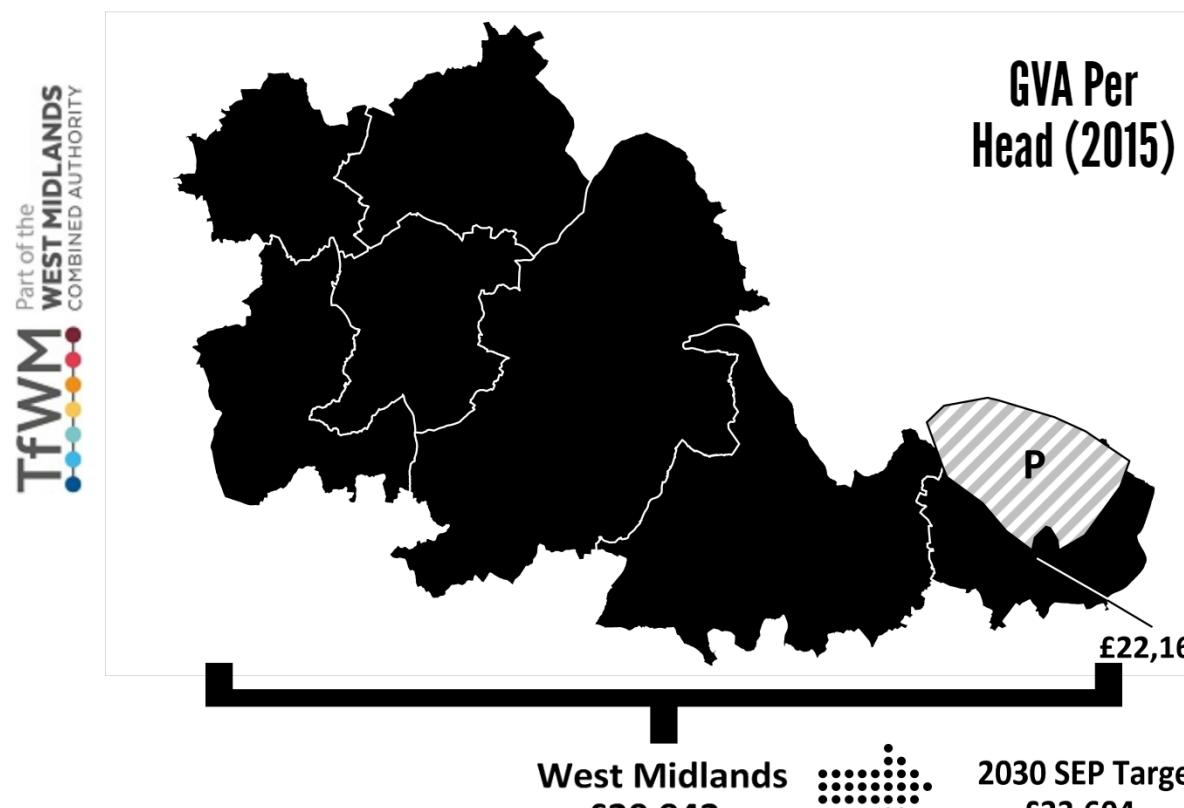
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics



	Corridor P	Met' Area
% unemployed (economically active, aged 16 to 74)	10.1%	9.9%
% households not deprived in any dimension	32.4%	35.2%
% population with no qualifications (aged over 16)	27.8%	29.1%
Average male healthy life expectancy (years)	59.9	59.9
Average female healthy life expectancy (years)	60.1	60.5
% population travelling to work by car	65.8%	66.9%
% population travelling to work by public transport	14.7%	16.9%
% population travelling to work by bicycle	2.4%	1.7%
% population travelling to work on foot	12%	9.4%

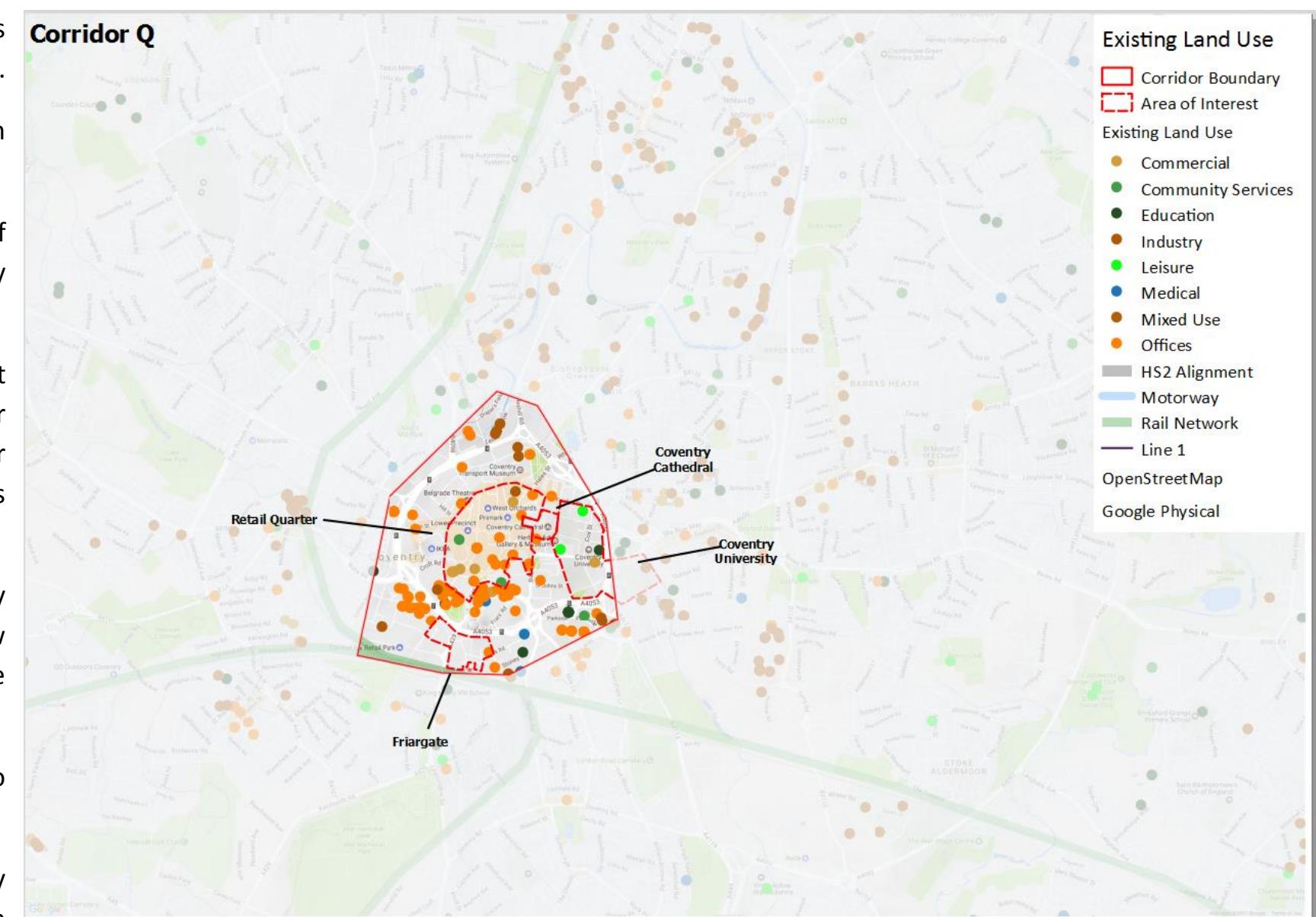
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

- The corridor provides an important gateway into Coventry and its city centre via Coventry railway station or the Coventry Ring Road (A4053).
- It is home to a successful university, a HQ - FTSE100 Company in Severn Trent Water, and a high tech university-led technology park.
- It plays a significant role in supporting tourism with an array of heritage assets. The English Tourism Board also noted a rise in visitors by 37.2%, over the last two years.
- Coventry railway station is strategically important. Lying on the West Coast Main Line with direct access to Birmingham, Bristol, Manchester and London, it is the fastest-growing train station in terms of passenger numbers outside of London, and is seeing significant redevelopment as the Station Masterplan transforms the site.
- Further interchanges include Pool Meadow Bus Station and Coventry Station/Warwick Road Interchange and there are proposals for a new railway station to the south of Coventry with strategic park and ride facilities to support growth across the city.
- It is a very compact and walkable city centre, with accessible links to surrounding areas.
- There is considerable potential for housing regeneration as the city centre population has increased by 5% (based on 2011 Census) with projections identifying Coventry as the fastest growing city outside of Greater London.
- Significant public realm improvements like Broadgate, the new Friargate Bridge (at Junction 6) and improved links from the station have supported growth and investment, with further improvements planned.
- The centre is also a living testbed for intelligent mobility and underpinning all the above is the development and application of digital technology to maximize the capacity of existing networks through initiatives like connected and autonomous vehicles, real time travel information, contactless payments and intelligent priority for public transport.

### Corridor Q

#### Coventry City Centre



## **MOVEMENT FOR GROWTH:**

### Ten Year Delivery Plan

#### **Corridor Growth and Development**

Within the corridor, a number of quarters are being expanded and redeveloped as highlighted within Coventry City Centres Area Action Plan. These being:

#### **Friargate Development**

Approximately 176,000 m<sup>2</sup> of new grade A office space (14 new office buildings) together with complimentary retail and leisure facilities, generating up to 15,000 new jobs will form part of this development. The first of its buildings being the New Civic Centre (due to be completed in summer 2017). The development will also create around 400 new homes and include a new highway layout.

#### **City Centre South**

The City Centre South redevelopment will push the existing retail area southwards. The 52,000 m<sup>2</sup> scheme, costing £300 million will deliver a retail complex the size of Solihull's Touchwood development (accommodating around 300 units) including shops, restaurants, a cinema and housing. Opening in 2020, it will create 2,000 jobs.

#### **Leisure Development**

A new water park, leisure centre and health spa will be located adjacent to City Centre South – providing a leisure and recreation anchor, alongside restaurants and food outlets.

#### **Coventry University Expansion**

Coventry University is a growing and successful university and rated Modern University of the Year in 2014 and 2015. Around 23,500 students are already enrolled and this will rise to 26,000 over the next five years. Around £500m will be invested in the university over the next ten years, as it expands by 14,000 m<sup>2</sup> - increasing the value of the University to the city economy to nearly £2.5 billion and creating 100 + jobs.

#### **Coventry City Centre Evening Economy/Restaurant Quarter**

The restaurant quarter phase one, along Broadgate and Broadgate Square Phase is now complete– with several leading restaurant brands and bars located there. Phase two of Broadgate development will start in 2017 and open in early 2018, which will increase the scale of restaurant offerings and improve connectivity to the Cathedral Lanes and Greyfriars Lane.

#### **Technology Park at Parkside**

This technology park offers flexible modern office accommodation - supporting start-up and innovation-led knowledge-based industries. It is currently home to 70 businesses but will expand further by around 7.2 hectares, creating 500 jobs, with opportunities to link the park with the railway station and Friargate proposals.

#### **Belgrave Plaza**

The development includes a public square that is bounded to its south-western side by the Belgrave Theatre, together with cafés/restaurants, residential apartments, a hotel, a multi-storey car park and additional floor space for offices and a casino.

#### **Other quarters**

## **MOVEMENT FOR GROWTH:**

### Ten Year Delivery Plan

Other quarters consist of the Civic Area and Gosford Street, together with pockets of smaller regeneration areas such as Bishops Street, Fairfax Street and Warwick Row.

#### **Public Realm**

The deculverting of the river Sherbourne particularly along Hales Street will help provide high quality public realm measures, develop linkages across the city and attract development. Phase 4 of Coventry's Public Realm measures are now underway including Greyfriars Lane - improving links between Salt Lane Car Park, High Street and Broadgate. A wider scheme will also review car parking along Greyfriars and Salt Lane.

#### **Smart Mobility**

Technology trials led by Coventry City Council, car manufacturers, Siemens and Universities will see areas of the city centre becoming a testing ground for trialing connected / self-driving vehicles. Trial Routes include radial routes into the city centre and is the largest project trialing this technology.

# MOVEMENT FOR GROWTH:

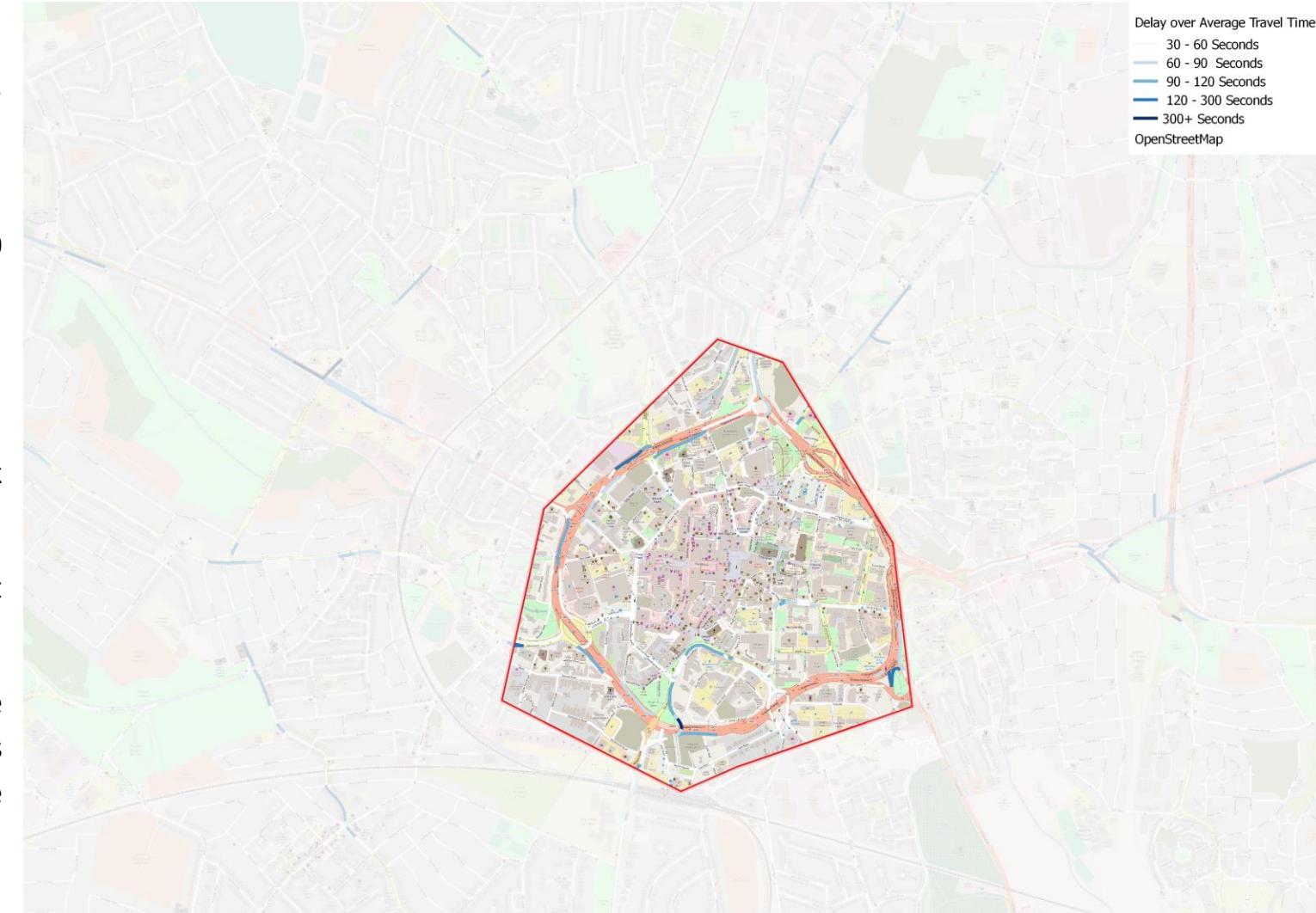
## Ten Year Delivery Plan

### Transport Issues

- Network Resilience** - Many roads entering the centre including the A4600 and A4114 experience heavy congestion. Significant expansion across the City Centre, including Coventry University, Friargate, City Centre South, the station masterplan and its leisure and cultural quarters will put further strain on existing congested roads.
- Air Quality** - The entire city of Coventry was declared an AQMA for NO2 and PM10 in 2009. Gosford Street, Hales Street, Trinity Street, Fairfax Street and Greyfriars Road currently exceed the 40ug/m3 annual mean limit in the city centre.

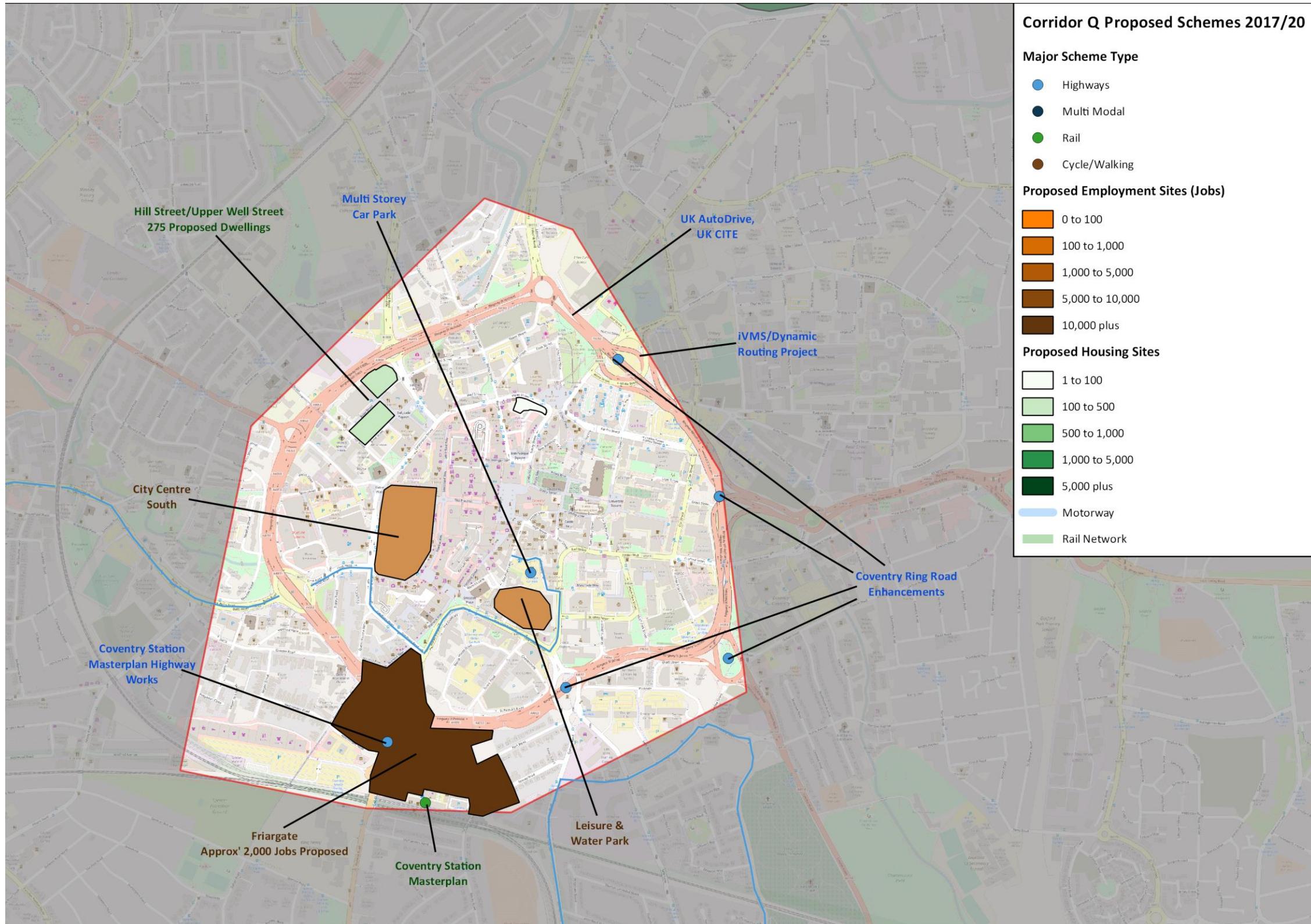
### Planned and Proposed Schemes

- Roads** - A number of road junction improvements are proposed to help unlock development sites and improve access – just like at Friargate Bridge (Junction 6).
- A new highway layout is proposed on the western side of Friargate to complement the station and kickstart the new Friargate development.
- Bus - quality and reliability** - Pool Meadow bus station may require a review in the longer term, in light of heavy congestion, the new Coventry Station interchange, changes to White Street coach park, redevelopment around junction 2 of the Ring Road and the geographical shift of major redevelopment schemes, south of the city.
- Active Travel Provision** - The ring road (A4053) acts as both a physical and psychological barrier to movement, especially for walking and cycling.  
Cycling and walking measures being developed include segregated and direct pedestrian and cycle routes (17 in total starting from the city centre), 20 mph zones, public realm enhancements and interactive pedestrian wayfinding totems to promote a safe, shared environment for active travel. The National Cycle Network Route 53 will also connect Coventry city centre to Solihull and Birmingham. However much of this route still awaiting development, with estimated completion during 2024.
- Further Public Realm Improvements could include deculverting the river Sherbourne along Hales Street to improve linkages and attract further development.
- The Station Master Plan will provide an attractive gateway into the city including a new access tunnel, public realm improvements, a new footbridge, improved car parking, a bus interchange, a new second entrance, an improved retail offer for passengers, a new bay platform and enhancements to local services.
- Transport Innovation** - Exploring the role of very light rail in the city centre and routes out to the University of Warwick, JLR and UK Central could further help support future growth and provide access to HS2 and UK Central.



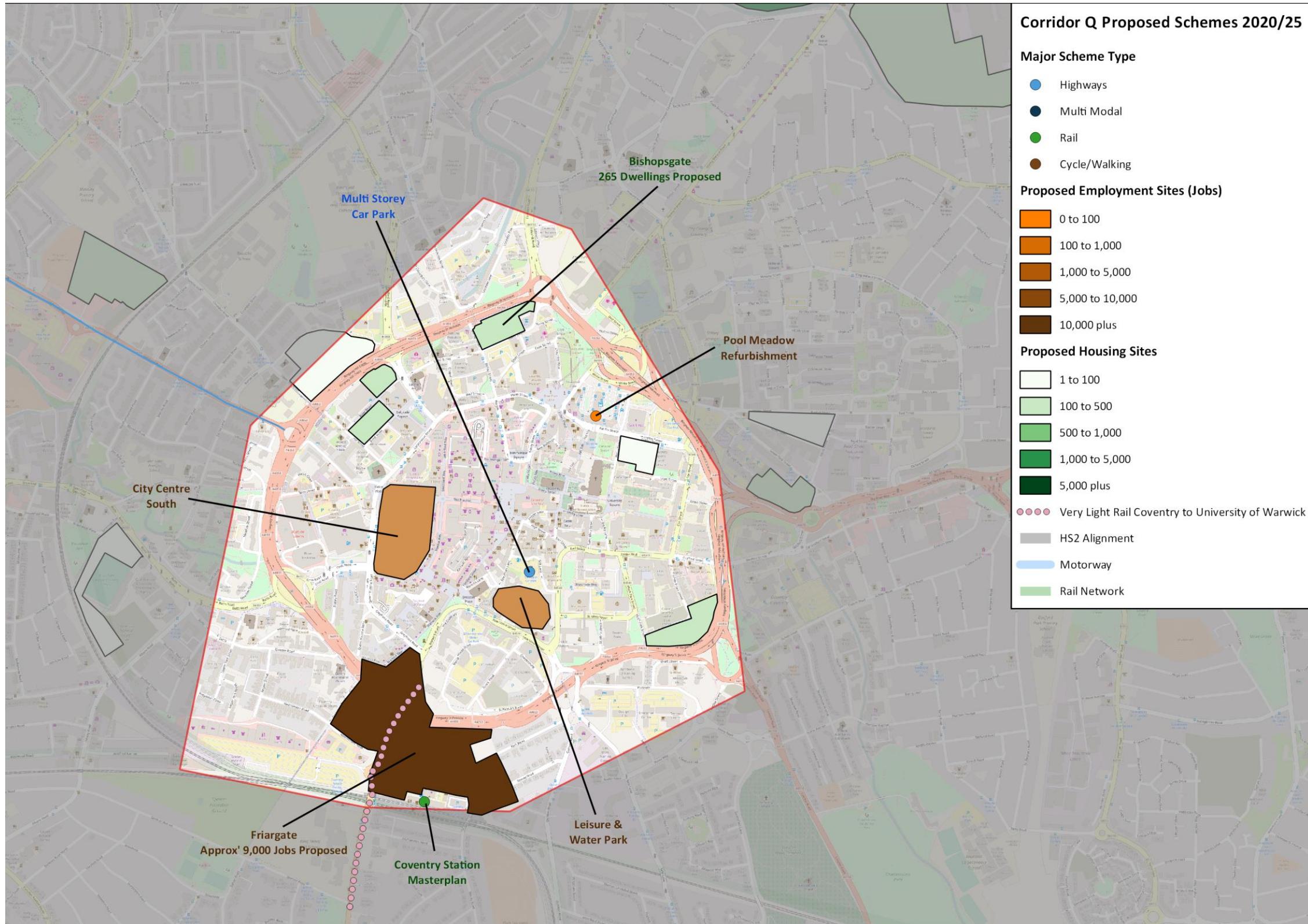
# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan



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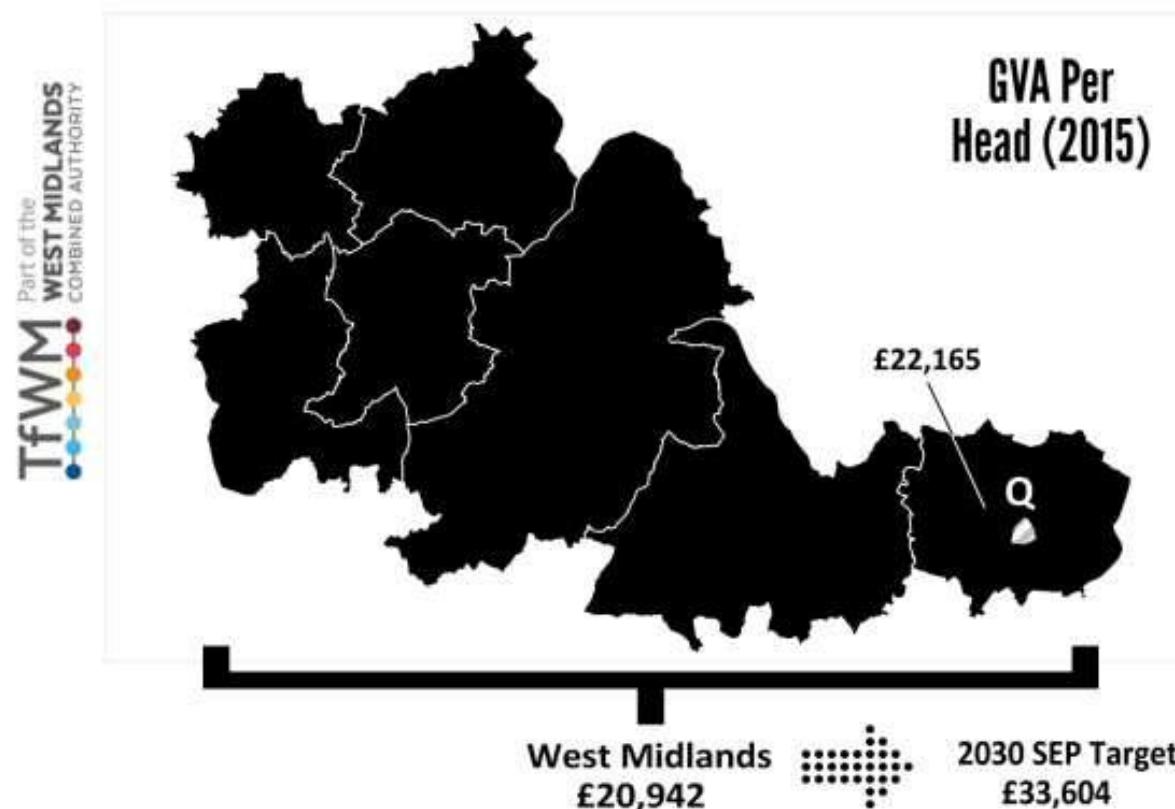
## Ten Year Delivery Plan



# MOVEMENT FOR GROWTH:

## Ten Year Delivery Plan

### Key Statistics



	Corridor Q	Met' Area	
	% unemployed (economically active, aged 16 to 74)	13%	
	% households not deprived in any dimension	26.1%	
	% population with no qualifications (aged over 16)	15%	
	% population with good/very good health	82.6%	
	% population travelling to work by car	34.6%	
	% population travelling to work by public transport	25%	
	% population travelling to work by bicycle	2.5%	
	% population travelling to work on foot	30.8%	