

WEEK 3

TUESDAY 18 NOVEMBER 2014, AM & PM

Matter G: Spatial delivery of growth (BDP policies GA1-GA4 & GA7-GA10)

Main issue: Are the Plan's proposals for these key growth areas justified and deliverable?

Questions:

City Centre (GA1)

5) Does the Plan give sufficient recognition to the role and impact of HS2 in the City Centre?

6) Should policy GA1.4 identify alternative / additional new railway stations in the city centre?

Matter G: Spatial delivery of growth (BDP policies GA1-GA4 & GA7-GA10)

Main issue: Are the Plan's proposals for these key growth areas justified and deliverable?

The West Midlands Integrated Transport Authority (WMITA) remains strong in its support for HS2 but recognises that the full potential of High Speed Rail (HS2) will only be realised by providing excellent connectivity to proposed HS2 stations in the area and by maximising the released capacity HS2 will provide on the conventional network.

In addition to improving connectivity, HS2 is expected to act as a catalyst for city centre regeneration and major development schemes. Since the WMITA's last response to the Birmingham Development Plan pre-submission, the WMITA has been working closely with Birmingham City Council and HS2 Ltd on the production of "Curzon Masterplan" which aims at ensuring the proposed HS2 Curzon station is fully integrated into the local transport network and in accordance with the regeneration aspirations of the city.

The Curzon Masterplan Connectivity Framework builds on current proposals for HS2 and seeks to enhance and develop the measures to allow an integrated, holistic and deliverable movement strategy to be developed which allows the proposals within this Masterplan to be realised. A summary of the key measures include:

1. new and improved sustainable transport connections through the Masterplan with integration to the wider City Centre and beyond to facilitate and promote wider regeneration;
2. creating new high quality public spaces which promote the development of an attractive sustainable transport network; and
3. minimising the impact of traffic movements within the Masterplan area.

In addition, the WMITA has also been supporting Birmingham City Council in the development of BMAP, a long term vision and strategy setting out a new direction for Birmingham's transport system, which was out for public consultation in 2013. The existing Green Paper also acknowledges the role of HS2 in the wider Birmingham area.

The WMITA agrees and understands the arguments forwarded by BCC in response to our latest representation on HS2 matters. The development of both the Curzon Masterplan and BMAP represent a clear commitment from BCC to our aspirations for HS2. The WMITA understands that both documents already feature and are acknowledged in Birmingham's Development Plan. We therefore feel policies **GA1-GA4 & GA7-GA10** provide due regard to HS2.

Bordesley Park (GA7)

15) Should the policy give greater recognition to the need for improvements to the River Rea and to the East Birmingham Rapid Transit route?

In line with of our comments in relation to Policy TP40, the WMITA would welcome greater recognition of both, the Birmingham – Airport (via East Birmingham) and Birmingham – Airport (via A45) rapid transit corridors in policy GA7. The A45 corridor has received provisional LGF funding from Government for a Sprint Bus Rapid Transit Route.

Currently and as part of the recently announced Growth Deal announcements for the GBSLEP (Greater Birmingham and Solihull Local Enterprise Partnership), Government allocated provisional funding for a further metro extension from Stephenson Street to Adderley Street serving the proposed HS2 Curzon Street station and Eastside. The delivery of this Metro extension is being considered by the WMITA and BCC as the initial phase of delivery for the Birmingham-Airport (via east Birmingham) rapid transit corridor and therefore warrens justification for specific support from GA7 and indeed TP40.

The WMITA continues to work closely with Birmingham City Council and Solihull Metropolitan Borough Council officers to identify detailed route for the Birmingham Airport via East Birmingham Corridor.