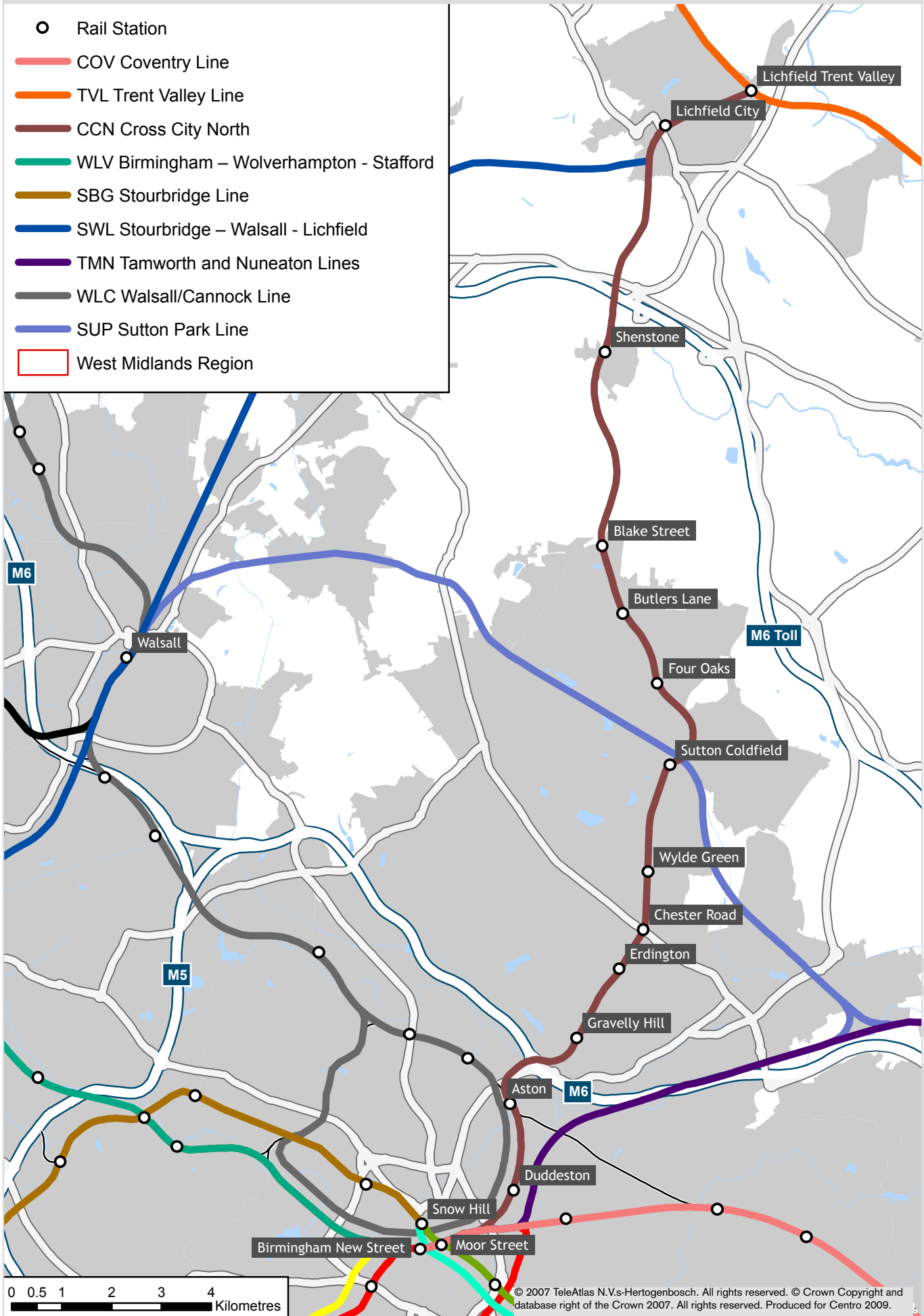


# CCN Cross City North (Birmingham – Four Oaks – Lichfield – *Burton*)

## Route Map

- Rail Station
- COV Coventry Line
- TVL Trent Valley Line
- CCN Cross City North
- WLV Birmingham – Wolverhampton - Stafford
- SBG Stourbridge Line
- SWL Stourbridge – Walsall - Lichfield
- TMN Tamworth and Nuneaton Lines
- WLC Walsall/Cannock Line
- SUP Sutton Park Line
- West Midlands Region



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## Route Description

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The Cross City North line forms part of the busiest local rail corridor in the West Midlands and enjoys a regular 10 minute frequency weekday service between Birmingham and Four Oaks. The service is operated exclusively by London Midland using a combination of 3 and 6 car electric units operating to a standard pattern timetable at almost all stations. Between 2005 and 2008 there has been a 17.6% growth in AM peak loadings.

North of Lichfield Trent Valley the route is not electrified and partially single track, and used primarily for maintenance depot access and diversionary purposes.

### Key Growth Drivers

- » Birmingham City Centre growth
- » Wider Birmingham redevelopment plans
- » Traffic congestion in the A38M, A5127 and A38 corridors making rail increasingly attractive
- » Birmingham Gateway project to redevelop New Street station
- » Aston redevelopment proposals
- » Redevelopment of Sutton Coldfield Town Centre
- » Housing developments in the Lichfield area
- » National War Memorial visitor attraction at Alrewas

### Current Constraints

- » Car parking along route at capacity suppressing demand
- » Slow line speed north of Blake Street
- » Operational constraints at Lichfield
- » Service pattern north of Four Oaks is irregular
- » Lichfield TV only receives 2 trains per hour
- » Sunday service frequency of 2tph is inadequate for demand levels
- » Aston station and junctions at capacity
- » Route north of Lichfield single track and not electrified

## Schemes By Control Period

| 2009-2014 (Control Period 4)   | 2014-2019 (Control Period 5)  |
|--|---|
| <p><b>Infrastructure:</b></p> <p>Line speed improvements between Blake Street and Lichfield City IN48</p> <p>Stock stabling facilities at Duddeston IN93</p>   | <p><b>Infrastructure:</b></p> <p>Birmingham New Street area resignalling IN9</p> <p>Aston to Lichfield signalling re-control IN49</p> |
| <p><b>Stations:</b></p> <p><b>Birmingham Gateway ST1</b></p> <p><b>Sutton Coldfield station access improvement upgrade ST81</b></p> <p>Further expansion of car parking facilities at Chester Road ST83</p> <p>Park and Ride expansion at Lichfield Trent Valley ST84</p> <p>Park and Ride expansion at Four Oaks ST85</p> <p>Station improvements at Butlers Lane (incl. canopies) ST86</p> <p>Lichfield Trent Valley Station Improvement ST158</p> <p>Car park expansion at Blake Street ST161</p>   | <p><b>Stations:</b></p> <p>Further expansion of Park and Ride facilities on route ST87</p>  |
| <p><b>Services:</b></p> <p>Service strengthening SV1</p> <p>Later evening services and improved service pattern SV5</p> <p>Operate 6 train per hour frequency through to Lichfield SV54</p> <p>More frequent Sunday service SV7</p>  | <p><b>Services:</b></p> <p>All services to be 6 car SV8</p>   |
| <p><b>Freight:</b></p>   | <p><b>Freight:</b></p>  |
| <p><b>Other Potential Schemes:</b></p> <p>Revise track layout at Lichfield City IN50</p> <p>Electrification north of Lichfield Trent Valley to Burton IN51</p> <p>Platform extensions all stations to Lichfield Trent Valley ST88</p> <p>Reinstate second platform at Lichfield Trent Valley ST89</p> <p>Further expansion of Park and Ride facilities on route ST90</p> <p>Through services to Burton with possible new stations at Fradley (A38 Parkway) and Alrewas ST91</p> <p>Additional rolling stock to allow strengthening of selected morning and evening 'peak' services to 8 / 9 carriages SV13</p> |   |

**Schemes highlighted in bold have funding identified**

