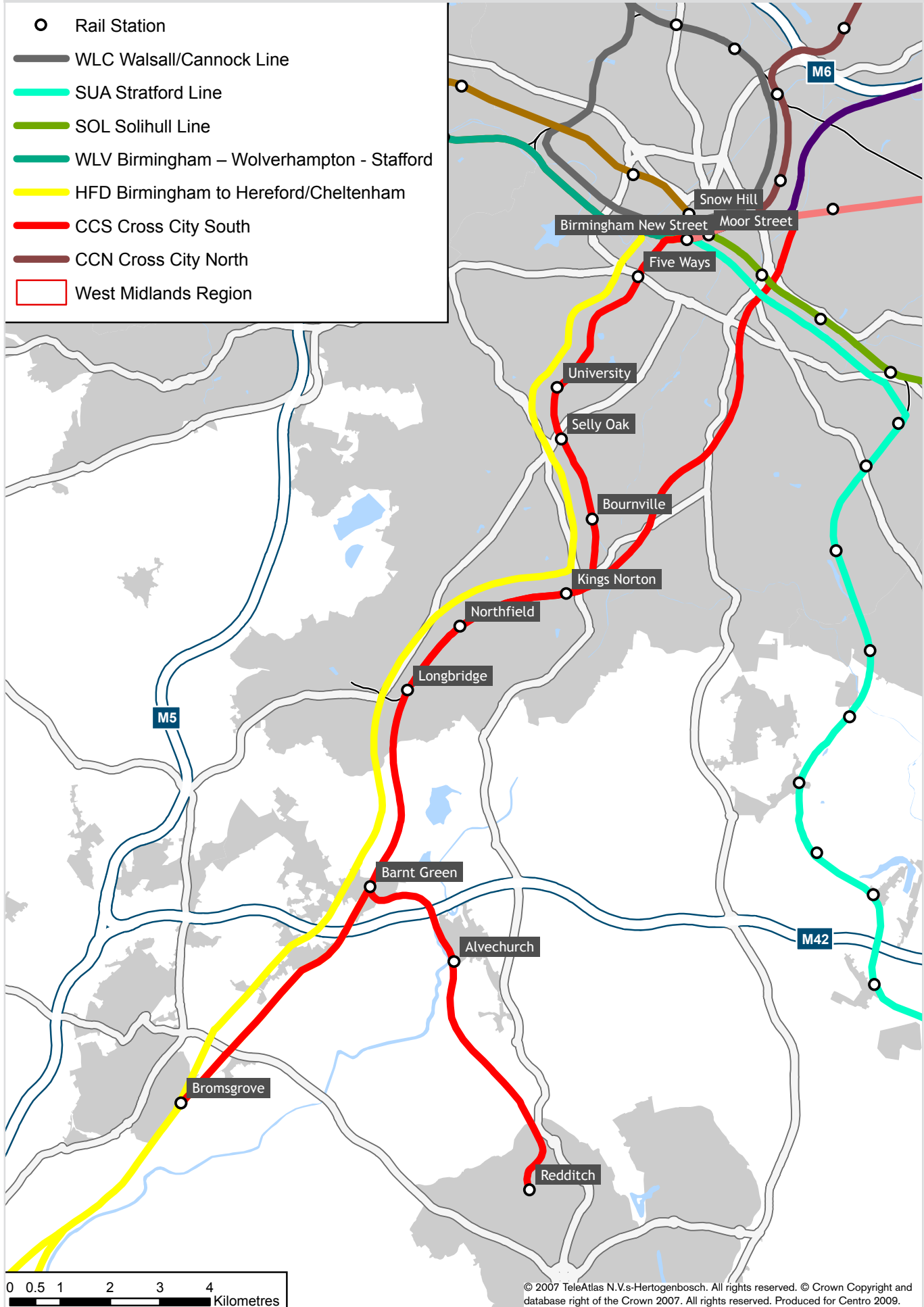


CCS Cross City South (Birmingham – Bromsgrove/Redditch)

Route Map

- Rail Station
- WLC Walsall/Cannock Line
- SUA Stratford Line
- SOL Solihull Line
- WLV Birmingham – Wolverhampton - Stafford
- HFD Birmingham to Hereford/Cheltenham
- CCS Cross City South
- CCN Cross City North
- West Midlands Region



Route Overview

Route Description

The Cross City South Line is the busiest local rail corridor in the West Midlands and enjoys a 10 minute frequency service between Birmingham and Longbridge. Between 2005 and 2008 there has been 26.9% growth in AM peak loadings. The key Redditch commuter services are operated by 6-car formations that are often at capacity. The largely 3-car Longbridge services are also full at peak times.

The route is not only a key local corridor, but is also the main rail corridor between the Midlands and the South West and is heavily used by regional, inter-city and freight services.

Key Growth Drivers

- » Birmingham City Centre growth
- » Birmingham Gateway project to redevelop New Street station
- » Traffic congestion in the A38 High Technology Corridor increasing the attractiveness of rail
- » Redevelopment of former Rover Works at Longbridge
- » Selly Oak/Queen Elizabeth hospital redevelopment
- » Redevelopment of the Pebble Mill site in South Birmingham
- » Birmingham University growth
- » Housing growth at Redditch and Bromsgrove
- » Birmingham to Great Malvern high-technology corridor regeneration zone
- » Strategic Park and Ride provision at Longbridge
- » Edgbaston/Five Ways area developments
- » Improved link to Frankley

Current Constraints

- » Lack of rolling stock to extend current 3 car services to 6 car
- » Platform lengths mean maximum 6 car trains and only 3 cars for trains that stop at Bromsgrove
- » Single track on Redditch branch restricts frequency to half-hourly
- » Cross-city trains have to share infrastructure with regional, inter-city and freight services
- » Lickey Incline creates severe operating constraint for freight traffic
- » Car parking on entire route severely over-subscribed and suppressing rail demand
- » Sunday service frequency of 2 trains per hour is inadequate for demand levels

Schemes By Control Period

2009-2014 (Control Period 4)	2014-2019 (Control Period 5)
<p>Infrastructure:</p> <p>Redditch branch upgrade to allow frequency enhancement IN1</p> <p>Barnt Green to Bromsgrove electrification IN2</p> <p>Electrify Kings Norton to Longbridge fast lines IN3</p> <p>4-track Longbridge to Barnt Green IN4</p> <p>Reinstate Kings Norton plats 2/3 IN5</p>	<p>Infrastructure:</p> <p>Camp Hill chord lines providing direct link into Moor Street station from Kings Norton IN7</p> <p>Birmingham New Street area resignalling IN9</p>
<p>Stations:</p> <p>Birmingham Gateway ST1</p> <p>Step-free access to be provided at Selly Oak ST2 and Northfield ST3</p> <p>Bromsgrove station relocation ST4</p> <p>Longbridge station enhancement ST5</p> <p>Park and Ride provision at Longbridge ST6</p> <p>Expansion of Park & Ride at Northfield, Kings Norton and Selly Oak ST7</p> <p>Bournville station upgrade ST8</p> <p>University station upgrade ST9</p>	<p>Stations:</p> <p>New stations constructed on Camp Hill line at Moseley, Kings Heath and Hazelwell. Options for station at Balsall Heath considered. ST10</p> <p>Moor Street station provision of four terminal platforms ST11</p> <p>Major upgrade at Kings Norton (in conjunction with proposed Camp Hill line service) ST12</p> <p>New station to the north of Redditch ST153</p>
<p>Services:</p> <p>6-car operation on most services SV1</p> <p>20-minute interval service introduced between Birmingham and Redditch (Mon-Sat) SV2</p> <p>20-minute interval service introduced between Birmingham and Bromsgrove. (Mon-Sat) SV3</p> <p>B'ham–Worcester frequency 2tph SV4</p> <p>Later evening services SV5</p> <p>Earlier service from Redditch SV6</p> <p>More frequent Sunday service SV7</p>	<p>Services:</p> <p>Core 10 minute frequency service retained</p> <p>All services to be 6-car SV8</p> <p>Camp Hill line local service introduced between Birmingham Moor Street and Kings Norton. SV9</p> <p>Some regional services to be diverted to Moor Street via Camp Hill line, with calls at Kings Norton for Cross City connections to University and New Street</p>
<p>Freight:</p> <p>4-track Longbridge to Barnt Green IN4</p>	<p>Freight:</p> <p>Reopening of Stourbridge – Walsall line to allow diversion of freight services away from the Lickey Incline IN80</p>
<p>Other Potential Schemes:</p> <p>Route resignalling IN8</p> <p>Revised track layout at Kings Norton</p> <p>Longbridge station relocated to south of current site with fast and slow line platforms ST13</p> <p>Platform lengthening across route to cater for high growth scenario (8 / 9 car)</p> <p>Extension of Camp Hill line local services southwards</p> <p>Regional and long-distance services to potentially call at new Longbridge station, acting as a “South Birmingham Parkway”</p> <p>Additional rolling stock to allow strengthening of selected morning and evening ‘peak’ services to 8 / 9 carriages</p>	

Schemes highlighted in bold have funding identified

