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Group

# CONTEXT

- West Midlands manufacturers are key to economic growth and export-led recovery
- Consistent failure to recognise infrastructure investment as an economic driver
- Significant infrastructure deficiencies need to be addressed in all transport modes: public, private, road, rail and air

# ROAD 1

- Huge potential for relieving pressure on the local roads system by maximising capacity on the M6 Toll Road e.g. by subsidising toll reduction
- Integration with Advanced Traffic Management systems (ATM) which allows road capacity to be varied in line with demand

# ROAD 2

- There has to be a more balanced view of the interface between public & private transport
- Pinch points at motorway access and exits
- Bottlenecks at major junctions
- Intelligent traffic light systems
- Flashing amber
- “Shared space” strategies?

# RAIL 1

- Success of HS2 will depend on its operation within a fully integrated infrastructure network
- Supporting infrastructure networks should be designed to benefit and contribute to economic growth in their own right if possible

# RAIL 2

- Quality of inter-connections between rail, passenger and freight, and roads and other public transport
- Potential for rail freight – Walsall to Stourbridge line and Bescot Yard as a rail freight interchange

# AIR

- Growth in importance of West Midlands manufacturing with international commercial capability makes the efficiency of Birmingham Airport even more important
- Transport links to the Airport need to be comprehensive and fully capable of supporting the intensive business use that we must expect from a successful manufacturing economy
- Runway extension to provide local long haul flight capability is critical

# Thank you