TRANSPORT AND WORKS ACT 1992

THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE)(ENGLAND AND WALES 2006

THE MIDLAND METRO (BIRMINGHAM CITY CENTRE EXTENSION LAND ACQUISITION AND VARIATION) ORDER

REPORT SUMMARISING CONSULTATION UNDERTAKEN
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Introduction

1.1 The West Midlands Passenger Transport Executive (Centro) is promoting the Midland Metro (Birmingham City Centre Extension Land Acquisition and Variation) Order (‘the Variation Order’) in order to facilitate the construction of the Centenary Square Extension (CSQ), which would extend the Midland Metro tramway (‘the Metro’) in Birmingham City Centre from Stephenson Street to Centenary Square.

1.2 Centro already has approval to extend the Metro under the Midland Metro (Birmingham City Centre Extension, etc) Order 2005 (‘the 2005 Order’). Since then, plans have been brought forward for the Paradise Circus Redevelopment (‘PCR’), which will remove the current gyratory system at Paradise Circus, introducing radical changes to traffic movements and creating new roads and access/egress into the development site. The proposed Variation Order would authorise an alteration of the alignment of the Metro for which Centro has powers so as to integrate with the PCR as well as enable Centro to carry out a minor adjustment to the 2005 Order outside the PCR. It would also revive the powers of compulsory acquisition under the 2005 Order, which expired in 2010, and would authorise the acquisition of the small additional amount of land required to facilitate the change to the route.

Figure 1: The Variation Order Alignment (extract from Consultation Brochure see Appendix 1)
1.3 The key elements of the scheme are to:

- integrate successfully with the proposed changes to the highway (as a result of the PCR)
- utilise the new land area to the north of the limits of deviation of the 2005 Order bringing the tramway closer to the new development;
- avoid the need for building a bridge structure over the Paradise Circus Queensway Tunnel; and
- avoid the need for new retaining walls outside Alpha Tower at the corner of Suffolk Street Queensway and Broad Street.

1.4 Centro has been working with the developer and Birmingham City Council (BCC) to ensure the PCR will accommodate the CSQ and to investigate the opportunity for an improved route, integrated with the development. The outcome of these discussions is the proposed variation of the alignment (‘the Variation Order’). However, as an element of the works (approximately 100 metres) falls outside the limits of deviation of the 2005 Order, authorisation is required by an order under the Transport and Works Act 1992 (a ‘TWAO’) for these works before the revised scheme can be implemented.

1.5 The variation of the alignment from that which Centro already has approval under the Midland Metro (Birmingham City Centre Extension, etc) Order 2005 is contingent upon the PCR going ahead.

1.6 The entire route of the CSQ (of which the Variation Order is a part) commences from the stop on Stephenson Street up Pinfold Street to Victoria Square then along Paradise Street and Paradise Circus into Broad Street where it terminates adjacent to Centenary Square.

1.7 Consultation for the Transport and Works Act Order (TWAO) has focussed on the area of the Variation Order, being that part of the route between Victoria Square and the eastern end of Broad Street, and on the area where the revival of compulsory purchase powers (CPOs) are being sought.

1.8 This document summarises the consultation activities undertaken by Centro during the development and design of the Variation Order proposals specifically in relation to the ‘Consultation Period’ between 29th August and 27th September 2013. In addition, it also summarises consultation that has taken place after the close of the formal consultation period, in particular in response to the land referencing that has been undertaken for the Variation Order submission. This report has been prepared to comply with the requirements of Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules (‘the Applications Rules).
2 Background and Objectives

2.1 The concept of a Metro extension through the centre of Birmingham has been in existence for a number of decades. Routes within the city centre were contained within the Midland Metro Parliamentary Acts (1990-1992), the powers of which have now lapsed, apart from those enacted to build the existing route from Wolverhampton to Birmingham. Subsequently, work continued in smaller bite-sized chunks culminating in the submission and making of the 2005 Order.

2.2 Due to the pressures of obtaining funding, the 2005 Order is being delivered in phases, the first of which from Snow Hill to New Street Station / Stephenson Street, is underway and due to be completed in 2014 / 2015. Combined with the next phase from Stephenson Street to Centenary Square, the Variation Order will improve connections through the centre of the city.

2.3 The three primary benefits from The Variation Order are:

• to support the regeneration now taking place within the Centenary Square area and the proposals for the Paradise Circus area, both of which will increase demand and need for enhanced public transport links in central Birmingham and beyond.
• to move Metro closer to the redevelopment, thereby improving the route, reducing costs and dispensing with the need to build a new bridge over the Suffolk Street Queensway Tunnels and the West Coast Main Line.
• by working with BCC, as highway authority, and the Paradise Circus developers, to reduce disruption to the public during construction of the CSQ.

3 Consultation Overview

3.1 As the scheme has a long history, there has been considerable dialogue and consultation with stakeholders over the years, as well as Centro’s general public awareness and Metro campaigns. Thus, a majority of stakeholders and the general public are familiar with Metro and the proposed extensions. Since the commencement of the implementation of the 2005 Order from Snow Hill to Stephenson Street in 2012 in particular, and the delivery of new trams for the whole network which commenced in autumn 2013, Metro has continued to be very much in the public arena.

3.2 The aim of the consultation for the proposed Variation Order is to ensure that all those affected directly or indirectly have the opportunity to contribute to the scheme and to understand the Variation Order proposals, in the knowledge that Centro is interested in and receptive to their comments. A Communications Plan was developed as part of the planning for the Variation Order to enable a
smooth, coordinated approach to communications, and the Metro Stakeholder Liaison Officer has been made available to focus on liaison with all third parties.

3.3 A quarterly newsletter is produced that contains details of the construction of Phase 1 of the BCCE Metro extension authorised by the 2005 Order as well as the extensions under development such as the CSQ, including the Variation Order, and those proposed in the future. In line with this, Centro has a website (centro.org.uk/metro) that is kept up to date with developments. Centro also has a presence on Facebook and Twitter (under Network West Midlands) which allows rapid communication via the internet.

3.4 Although the public consultation has covered the CSQ route and highlighted the Variation Order, this report summarises the formal engagement with key stakeholders and the general public in relation to the proposed TWAO which took place over a four week period. It also summarises consultation that has taken place after the close of the formal consultation period, in particular in response to the land referencing undertaken as part of the preparation for the Variation Order submission.

![Visualisation of the stop at the Town Hall / Victoria Square](image)

Figure 2: Visualisation of the stop at the Town Hall / Victoria Square

4 The Variation Public Consultation

4.1 The consultation that is featured in this report was undertaken between 29th August and 27th September 2013 (referred to as the 'consultation period'), as well as consultation with key consultees after this period as a response to the land referencing exercise. All statutory, key and other consultees (as identified
at this time) were contacted about the proposed scheme. The wider public were also engaged to seek their views.

4.2 Centro produced a specific consultation brochure (Appendix 1) giving details about the TWAO and proposed alignment changes from the 2005 Order as well as an update on the whole of the CSQ.

4.3 The consultation brochure was available at the public exhibitions described below, as well as being on display at Centro and National Express travel information shops. It was also posted or hand delivered to key stakeholders (as indentified at this time) and distributed electronically to the Colmore Business District and Retail Birmingham. A pdf version of the consultation brochure was also made available on Centro’s website (www.centro.org.uk/metro).

4.4 The consultation period was publicised at Metro stops and on the real time information screens at city centre bus stops within the two weeks prior to the start of the consultation period as well as the day before each of the events described below. The purpose of this publicity was to make local public transport users aware of the scheme and the consultation. Alongside this was a media campaign including press releases; Facebook, Twitter, a specific web page hosted on the Centro website (www.centro.org.uk/metro) (see Appendices 2 and 3) and a radio interview with Paul Griffiths, Metro Project Director on 5th September on the BBCWM Adrian Goldberg Show. In addition, it was also covered in the Centro staff magazine In House and cascaded through the team briefing process. There was also coverage in the local press, see Appendix 4 for a sample of the media coverage.

4.5 Four staffed public exhibitions took place on Centro’s exhibition bus that was located in Victoria Square at the eastern end of the works area (see Figure 3) at the following times:

- 29th August 2013 10:00 hrs 15:00 hrs
- 5th Sept 2013 08:00 hrs – 15:00 hrs
- 11th Sept 2013 11:00 hrs – 18:00 hrs
- 24th Sept 2013 11:00 hrs – 18:00 hrs
Specific display boards were produced for the consultation period for display in the Centro’s exhibition bus (see Appendix 5) and members of the project team were available throughout to answer questions.

Feedback was sought on the proposals through a questionnaire appended to the brochure (with a prepaid envelope) which was also available online via Centro’s website. Centro also invited comments via email and through the post using the contact addresses stated on the consultation materials.

A report of the questionnaire responses is in Appendix 6. Of the 186 members of the public who completed the survey just under a third returned the paper questionnaire and the rest online. The survey showed very high levels of support for the whole of the CSQ and for the TWAO variation to the route. 92% of all respondents supported the CSQ Extension and 73% were supportive of the proposed alteration to the route to bring it closer to the PCR. Opposition to both the extension and to the route variation was very low – with only 6% opposing either.

Analysis of the reasons for support of the CSQ revealed that respondents see it as key to:

- Better transport links, connectivity and provision within Birmingham City Centre and surrounding areas.
- Improved sustainable travel options and the reduction of congestion within and beyond the city centre.
- Strong significance to the future development of Birmingham: regarded as both beneficial and necessary for the city and its image, important for job creation, regeneration and development and central to city centre
development providing transport links to businesses and attractions within the city centre.

4.11 Furthermore, analysis of general comments provided by respondents also revealed a strong awareness of the impact of the extension on Birmingham, as well as a concern and interest in service delivery and service options for the planned extension:

- Impact on the city of Birmingham and surrounding area: respondents felt the extension would benefit the image and status of Birmingham and improve links, connectivity and transport provision in Birmingham but may have a negative impact on other modes of transport and potentially the local area.
- Preferences for service delivery and service options: respondents expressed concern over the time and cost of delivering the scheme, and the affordability of using the services. They expressed clear preferences for both a late night service option, as well as future Metro extensions in the city centre, Birmingham and surrounding Black Country areas.

4.12 Following the consultation period, members of the public, interest groups and stakeholders who had not previously heard about the scheme contacted Centro with queries about the Variation Order, the CSQ and Metro generally. Responses were provided and / or meetings offered as appropriate to:

- Push Bikes
- the RNIB
- Sustrans
- Estates Management Limited
- National Grid Plant Protection Team
- Nicole Samuels Broads Street Marketing Manager
- Salmon Property / Salmon Harvester Opportunity Fund

5 Stakeholder Consultation

5.1 Due to the small geographical focus of the TWAO works it was not considered appropriate to carry out a wide mail drop of the consultation brochure. Centro identified key stakeholders from information gleaned from the consultation already undertaken as well as additional information provided by the initial land referencing carried out for the purposes of the TWAO application. Consultation was also carried out with all the relevant persons and bodies named in column (2) of the tables in Schedules 5 and 6 to the Applications Rules (See Appendices 7 and 8.)

5.2 All key stakeholders and Schedule 5 and 6 consultees as were identified at the beginning of the consultation period were sent a letter (dated 28th August see...
Appendix 9) enclosing the brochure, advising about the project and the TWAO proposals and inviting their comments. In cases where the letter was returned due to wrong addresses/contact names, Centro endeavoured as far as practicable to ascertain the correct details and resend the information that same day. Those identified after the close of the consultation period received a letter (Appendix 10) and a brochure as soon as their interests were known.

5.3 As well as the above statutory consultees, Centro sent the key stakeholder letter (dated 28th August see Appendix 9) and the brochure to local decision makers, interest groups and organisations (see Appendix 11).

Key Consultees

5.4 Birmingham City Council is fully supportive of the scheme and has been an active partner in the development of the proposals.

5.5 Argent, the developer of the PCR, has been working closely with Centro on the development of the scheme proposals.

5.6 Network Rail are closely involved in the delivery of the Metro extension to Stephenson Street and have been kept informed of the development of the CSQ through regular liaison meetings. A Commercial Scheme Sponsor has been appointed by Network Rail to manage interfaces with the CSQ project and there is close working between the two parties.

5.7 The Canal and River Trust (CART) were consulted as part of the process of the preparation of the (Environmental Impact Assessment) EIA and their comments were taken into account accordingly. Centro also met with them on 30th October 2013.

5.8 English Heritage were consulted as part of the process of the preparation of the EIA and their comments were taken into account accordingly.

5.9 The Environment Agency were consulted as part of the process of the preparation of the EIA and had no comments to make.

5.10 Natural England were consulted as part of the process of the preparation of the EIA, and provided comments in response to the key stakeholder letter (dated 28th August see Appendix 9). Their comments were taken into account in the preparation of the EIA.

5.11 Severn Trent Water were consulted as part of the process of the preparation of the EIA, but, no response was received. Further to this, they were sent a key consultee letter (dated 28th August see Appendix 9) as part of the formal consultation period; once again, there was no response. However they have
been involved at a working level in preparing estimates for diversionary works 
associated with CSQ and regular working-level meetings are taking place.

Affected Parties

5.12 Centro sent the key stakeholder letter (dated 28th August see Appendix 9) and 
the brochure to those identified as frontagers, owners, lessees, tenants and 
occupiers of land to be acquired or used for the Variation Order at the start of 
the consultation period (see Appendix 12). This notified them of the scheme 
and invited them to attend the public consultation events, or to respond by 
contact Centro to find out more about the scheme or make any comments 
about it.

5.13 Additional key consultees including frontagers, owners, lessees, tenants and 
occupiers of land to be acquired or used for the Variation Order were identified 
after the close of the formal TWA consultation period, and contacted to seek a 
response (Appendix 10), as detailed in paragraph 6.2 below, (for list see 
Appendix 13). These included business and individual owners and occupiers.

5.14 There are a number of small retail businesses on Pinfold Street, Paradise 
Street and Fletchers Walk; these have all received notification of the proposed 
Variation Order via face to face meetings, brochure drops and correspondence 
(see Appendix 14).

5.15 In addition to the key consultee letters sent ( dated 28th August see Appendix 
9), Centro has been in dialogue with the management companies / agents of 
the original Victoria Square House, the new Victoria Square House and 1 
Victoria Square handing brochures to them for distribution to their tenants. On 
the 3rd December, Centro is to have a staffed stand in the foyer of the new 
Victoria House and at 1 Victoria Square to seek to engage with tenants. Centro 
is also seeking to have a similar stand at Alpha Tower.

5.16 Centro attended a residents meeting for the Queen’s Chambers Building on 5th 
June 2013.

5.17 A meeting was held with Wolfs Property Management Limited on 10th July 
2013. The scheme proposals were discussed including the affects of the 
revised alignment, slightly moving the Metro alignment away from the frontage. 
Noise and vibration were also discussed.

5.18 A meeting was held with Hortons Estates on 5th August 2013. The scheme was 
explained in terms of the proximity of their building along with OLE / building 
fixings, noise and vibration, and track position.
5.19 A face to face meeting took place with the Thai Consulate who are tenants of One Victoria Square to make them aware of the scheme. A written response was received from them to confirm that the Royal Thai Consulate Birmingham has no concerns over the scheme.

5.20 Centro met with the Hyatt Regency Hotel on 29th October 2013. The main issues discussed were traffic diversions, noise, and disruption during utility diversions.

5.21 The Department for Business, Innovations and Skills (BIS) were identified in the land referencing process. Centro has attempted to contact them by telephone, email and letter (as Appendix 10) with the brochure enclosed.

Other Consultees

5.22 In addition to the consultation above, Centro has sought face to face meetings with and/or given presentations about the TWAO and the CSQ scheme to other third parties along the route:

- Arena Central / Miller Developments - 29/04/13
- The Town Hall / Symphony Hall, Birmingham - 6/8/13
- Alpha Tower CBRE - 12/08/13
- ICC – 05/09/2013
- Beneficial Building / Gethar Ventures - 26/07/13
- Latham House (Hortons Estates) - 05/08/13
- Post Office - BNP Paribas Real Estate 3/09/13
- Royal Mail Group Limited - 03/09/13
- Victoria Square House – GVA 09/07/13
- Chameleon Bar - 10/07/213
- Post Office Vaults Public House - 17/06/13
- West Midlands Police - 17/05/13
- Southside BID – 27/11/13
- NIA – 27/11/13
- Birmingham Repertory Theatre – 27/11/13

5.23 Centro made a number of attempts to contact Birmingham City Council’s Hall of Memory Curator with reference to Birmingham’s Hall of Memory, prior to the statutory phase of consultation. A key consultee letter (dated 28th August see Appendix 9) was sent to both the Curator and the War Memorials Trust inviting their comments; to date no response has been received.
5.24 Due to BCCs ongoing work regarding the PCR including the proposed relocation of the Birmingham Conservatoire (Birmingham City University, BCU School of Music), Centro’s consultation with the School of Music has been deferred. However, Centro has now commenced this process and a meeting has been arranged for 4th December 2013.

6 Ongoing Consultation

6.1 Centro will continue to consult and raise awareness for the scheme throughout the TWAO process and subsequent implementation of the CSQ.

6.2 After the formal consultation period closed, from the end of September into November, Centro sent out a letter (Appendix 10) and brochure to further parties who might be affected or have an interest in the scheme as identified through the ongoing land referencing exercise (see Appendix 13). This included frontagers and landowners with access rights over affected plots whether businesses or individual owners and occupiers. This was to make them aware of the scheme and the proposed Variation Order, and invited to respond to request information/a meeting to make their views known.

6.3 A number of the interests that were identified later in the land referencing process after the close of the formal consultation period included parties who enjoy rights of access over plots of land where the Variation Order will confer compulsory purchase powers. The land in the Variation Order will only be exercised if the PCR goes ahead. As a result of the Variation Order being
contingent upon the PCR going ahead, most of the land required for the scheme will have already been acquired at this stage. Centro has written to all those identified as having rights over this land (see Appendix 10 and Appendix 13).

6.4 In accordance with the Applications Rules, all documentation submitted as part of the TWAO application will be available for inspection in hard copy (at the Library of Birmingham and Centro House), as well as being accessible to download from Centro’s website and available to purchase in hard copy.

7 Conclusion

7.1 The consultation exercise for the TWAO application took place over a four week consultation period but was within the context of wider on-going publicity and consultation relating to The Variation Order, the CSQ and extension of the Metro generally. After the close of this four week period, Centro continued to consult with additional key consultees who had been indentified during the land referencing being undertaken as part of the preparation for the Variation Order submission.

7.2 Of the 365 of key consultee letters (dated 28th August see Appendix 9) sent to specific stakeholders and landowners, during the consultation period, few responses were received as many were already aware of the scheme. Most of those who did contact Centro and were not already aware of the scheme were given information and offered meeting as appropriate, as detailed in the above sections.

7.3 Of the 140 key consultee letters (see Appendix 10) sent after the close of the consultation period, again very few responses were received and as stated in paragraph 7.2 above, those who did contact Centro were given information and offered meeting as appropriate, as detailed above.

7.4 The public consultation exercise clearly demonstrated the support of the public and the scheme enjoys the full backing of BCC and the Paradise Circus developer.
Appendices
Midland Metro
Birmingham Centenary Square Extension

The Details

The plans for the Birmingham Centenary Square Extension have been developed in close cooperation with Birmingham City Council. They support and complement city and regional plans for development and form part of the Centro Strategy for the region ‘Towards a World Class Integrated Transport Network’.

The extension will run from the new terminus stop on Stephenson Street outside New Street Station, travelling along Pinfold Street and turn west onto Victoria Square, with a new stop at the Town Hall. From here, the extension travels along Paradise Street to Paradise Circus then turns onto Broad Street, where it will continue until it reaches the route terminus at Centenary Square.

Running between Wolverhampton and Birmingham Centenary Square, the extension will offer a fast and frequent service with a tram operating every six minutes.

Transport and Works Act Order

Centro already has approval to extend the Metro but, to integrate with the Paradise Circus redevelopment, we are proposing to adjust the alignment in the vicinity of the development. The change to the route requires a supplementary Transport and Works Act (TWA) Order.

The TWA Order authorises us to construct and maintain a revised route within Paradise Circus Queensway approximately 2 metres north of the original route, further away from the buildings on Paradise Street and closer to Paradise Circus redevelopment. The Order will also give powers to compulsorily acquire land for the Birmingham Centenary Square Extension including the additional land required within the development to facilitate the new alignment.

The benefits of this route adjustment mean that the costs to build the Metro extension are reduced as there is no need to build a bridge over the Suffolk Street Queensway tunnels.

Centro is working closely with the developers of Arena Central and Paradise Circus to minimise disruption during construction and also reduce costs to the overall project by delivering this new alignment.

Find out about the new stops
APPENDIX 3 – FACEBOOK / TWITTER COMMENTS DURING CONSULTATION PERIOD

Network West Midlands: Thanks for all the comments so far. There are a number of exhibitions taking place in Victoria Square — please visit the link above for dates and times.
Like · Reply · · 29 August at 13:49

John Kirk: Would rather see the money spent on cycling and walking infrastructure projects. Cost … £100 Million +?
Like · Reply · · 29 August at 09:29 via mobile

Zoe Barnes: Waste of money better things to spend the money on improving the bus service.
Like · Reply · · 29 August at 11:54 via mobile

Paul M Morries: how about extending down hill street to hurst street outside the theatre.
Like · Reply · 2 September at 20:40

Malcolm Wright: Not another expensive vanity project. The one you’re building will have no useful purpose and has forced the buses away from New St station making a mockery of any concept of a joined up transport system for Birmingham. Why not do something useful like doubling the number of platforms and lines into New St so that my train doesn’t sit outside the tunnel for 10 mins every morning “waiting for a free platform.”
Like · Reply · 29 August at 23:02

Stephen Anthony Mckean 5W's?
Like · Reply · 29 August at 20:55

Roger Cuffin: Waste Of Money. Reopen old Klbg Heath line, line to Walsall via Castle Bromwich or do new metro line Wednesbury to Stourbridge via Dudley
Like · Reply · 29 August at 17:59 via mobile

Shamal Ali: Great idea.
Like · Reply · 29 August at 15:51 via mobile

Andy Collett: Why not look at the bigger picture…take it further afield. People can walk in 5 minutes so why pay so much for a small extension…I am sure there are far better and more worthwhile tracks that can link up the area.
Like · Reply · 29 August at 14:07 via mobile

Simon Kirby: If this is in addition to the Gateway and part of the idea to extend to Five Ways then yes because it will be safer with the right controls in place.
Like · Reply · 29 August at 13:58 via mobile
Liam Parkes: It will be too busy... There are enough too many buses going in and out on Broad Street, even at peak times. Scrap this idea and stick with the idea of the Metro extension to New Street. That would be most popular route to New Street than to Broad Street. There are enough buses going from New Street/Colmore row going to Broad Street. It’s not that far and it’s not hard getting off from a tram and catch a bus for a short journey. Birmingham is a very busy city as it is.

Like · Reply · 29 August at 13:26 · Edited

Glenn Miranda: Great idea
Like · Reply · 29 August at 13:04 via mobile

Simon Kirby: Good idea if part of wider improvements with SNSC funding.
Like · Reply · 29 August at 11:46 via mobile

Steven Fisher: Great idea but don’t paint the trams pink.
Like · Reply · 29 August at 11:33 via mobile

Paul N Morries: Have you seen tram11 in old colours
Like · 2 September at 20:41

Write a reply...

Jardell Miller: Take it through my back garden
Like · Reply · 29 August at 11:08

Ian Edwards: You need to finish the Wolverhampton bus station first!
Like · Reply · 30 August at 06:20

Joanne Williams: would rather you started the Wednesbury to Merry Hill Metro its taken ages wel years !
Like · Reply · 29 August at 18:41
APPENDIX 4 – EXAMPLES OF LOCAL PRESS COVERAGE

Express and Star newspaper: 5th September

Metro to pass iconic £188m library
New route could take in landmarks

Report by John Scott
john.scott@expressandstar.co.uk

Tram passengers will be able to get up, close and personal to Birmingham’s new iconic library – as part of £31 million expansion plans for the Midland Metro.

An artist’s impression provides a first glimpse of the proposals to extend the Metro even further through Birmingham.

Bosses at transport authority Centro released the new images and details of the scheme as they prepare to start consulting on the plans.

The proposals would see the tram travel through Paradise Circus, past the historic Town Hall and up to Centenary Square, passing the £188.5m Library of Birmingham.

The extension is part of a £123m project to extend the system which is already taking place. Under the new proposals, trams would run from the new stop on Stephenson Street outside New Street Station, before travelling along Paradise Street, Victoria Square, Paradise Street and Broad Street and terminating at Centenary Square.

New stops would be created at the Town Hall and Centenary Square.

Sandwell Councillor Roger Horton, who is also Centro’s lead member for rail, said: “Work is already under way to connect the Midland Metro to both New Street and Snow Hill stations and we want to build on that and further improve the network in Birmingham city centre.

“These plans would play a significant role in supporting some of the major redevelopment work taking place in the city which will bring about an extra £3 billion for the economy and create up to 40,000 jobs.

“This extension would provide passengers with a stop right at the heart of some of Birmingham’s key destinations like the new library, the NIA and the ICC.”

Centro has already received approval to integrate the system with the Paradise Circus redevelopment but are proposing to slightly amend the route to eliminate the need to build a bridge over the Suffolk Street Queensway tunnels.

The authority aims to submit an application to the Government for a Supplementary Transport and Works Act Order which would grant the legal powers needed to build and operate the extension before the end of this year.

If granted, work could start could start in 2015 and be open for public use in 2017.
Glimpse at £31m Midland Metro extension through Birmingham

These images show how a £31 million project to extend the Midland Metro through Birmingham would look. Transport authority Centro has today released images and fresh details of the scheme as they prepare to put plans out to consultation.

The proposals would see the tram extend through Paradise Circus, past the historic Town Hall and up to Centenary Square, passing the £188.8m new Library of Birmingham.

It is on top of a multi-million pound extension of the system which is already taking place.

Under the new proposals, trams would run from the new stop on Stephenson Street outside New Street Station, before travelling along Pinfold Street, Victoria Square, Paradise Street and Broad Street before terminating at Centenary Square.

New stops would be created at the Town Hall and Centenary Square. Sandwell Councillor Roger Horton, who is also Centro’s lead member for rail, said: “Work is already underway to connect the Midland Metro to both New Street and Snow Hill stations and we want to build on that and further improve the network in Birmingham city centre.

“These plans would play a significant role in supporting some of the major redevelopment work taking place in the city which will bring about an extra £2 billion for the economy and create up to 40,000 jobs.

“This extension would provide passengers with a stop right at the heart of some of Birmingham’s key destinations like the new library, the NIA and the ICC.”

The proposals have been drawn up in partnership with Birmingham City Council. Residents and businesses are now being urged to give their views on the plans and a public consultation is now being launched with the first exhibition on plans taking place tomorrow.

Transport Briefing online: 4th September

04/09/13 West Midlands transport authority Centro has launched a public consultation on plans...

2017 target for Metro link to Centenary Square

West Midlands transport authority Centro has launched a public consultation on plans for a further extension of the Midland Metro...

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Transport Xtra online: 6th September

Centro is consulting on extending the Midland Metro light rail line in Birmingham city centre. The route is currently being extended from Snow Hill to New Street railway station – which is due to open in 2015 – but the consultation proposes further extending the route to a terminus at Centenary Square via Pinfold Street, Victoria Square, Paradise Street and Broad Street. Centro plans to submit a Transport and Works Act Order for the extension to the DfT before the end of the year.

Join Local Transport Today subscribers and read this article in full...

Business Desk: 6th September

Centro unveils plans to extend the Metro to Centenary Square

PROPOSALS to extend the Midland Metro tram system from Birmingham's New Street station towards Five Ways have taken a step forward. Transport bosses are inviting the business community and the public to give their views on £31m plans to extend the Midland Metro in Birmingham city centre - even before the current extension from Snow Hill station to New Street station is complete. Proposals from transport authority Centro would see the tram system travel through Paradise Circus and up to Centenary Square. Work is currently underway to extend the system to connect New Street and Snow Hill railway stations to the Jewellery Quarter and the Black Country by 2015. The new proposals, drawn up in partnership with Birmingham City Council, would build on the work taking place to provide further connections to key venues like the ICC, Symphony Hall and Birmingham Museum and Art Galleries. Trams would run from the new stop on Stephenson Street outside New Street Station and travel along Pinfold Street, Victoria Square, Paradise Street and Broad Street before terminating at Centenary Square. New stops would be created at the Town Hall and Centenary Square. A public consultation on the proposed extension, including three exhibitions in Victoria Square, is being staged between now and the end of September. Cllr Roger Horton, Centro's lead member for rail, said: "Work is already underway to connect the Midland Metro to both New Street and Snow Hill stations and we want to build on that and further improve the network in Birmingham city centre."
Glimpse at £31m tram extension

Report by Lisa Wright
lisa.wright@expressandstar.co.uk

These images show how a £31 million project to extend the Midland Metro through Birmingham would look.

Transport authority Centro has today released images and fresh details of the scheme as they prepare to put plans out to consultation.

The proposals would see the tram extend through Paradise Circus, past the historic Town Hall and up to Centenary Square, passing the £158.8m new Library of Birmingham.

It is on top of a multi-million pound extension of the system which is already taking place.

Under the new proposals, trams would run from the new stop on Stephenson Street outside New Street Station, before travelling along Pinfold Street, Victoria Square, Paradise Street and Broad Street before terminating at Centenary Square.

New stops would be created at the Town Hall and Centenary Square.

Sandwell Councillor Regan Horton, who is also Centro’s lead member for rail, said:

“Work is already underway to connect the Midland Metro to both New Street and Snow Hill stations and we want to build on that and further improve the network in Birmingham city centre.

“These plans would play a significant role in supporting some of the major redevelopment work taking place in the city which will bring about an extra £2 billion for the economy and create up to 40,000 jobs.

“This extension would provide passengers with a stop right at the heart of some of Birmingham’s key destinations like the new library, the NIA and the ICC.”

The proposals have been drawn up in partnership with Birmingham City Council. Residents and businesses are now being urged to give their views on the plans and a public consultation is now being launched with the first exhibition on plans taking place tomorrow.

An artist’s impression of the Midland Metro at a stop outside Birmingham Town Hall which would be created under proposals.
£31 million expansion plan set for Birmingham Metro

Plans for extension of route through city centre unveiled

The region’s public transport bosses have published details of a £31 million extension of the Midland Metro. Running from New Street station, public said the scheme was crucial to regeneration plans.

Work is already taking place on the first phase of city centre extensions which is set to link up Snow Hill and New Street stations.

Centro is asking travellers and businesses to have their say on the plans which are being unveiled at a series of public events.

Coun Roger Horton, Centro’s lead member for rail, said: “Work is already underway to connect the Midland Metro to both New Street and Snow Hill stations and we want to build on that and further improve the network in Birmingham city centre.

“These plans would play a significant role in supporting some of the major redevelopment work taking place in the city, which will bring about an extra £2 billion for the economy and could create up to 40,000 jobs.

“This extension would provide passengers with a stop right at the heart of some of Birmingham’s key destinations like the new library, the NIA and the ICC.

“We want to hear the thoughts of passengers and businesses and would urge them to take the time to take part in the consultation and give us their views.”

The proposals, drawn up in partnership, would build on the work taking place to provide further connections to key venues like the ICC, Symphony Hall and Birmingham Museum and Art Galleries.

Trams would run from the new stop on Stephenson Street outside New Street Station, before travelling along Pinfold Street, Victoria Square, Paradise Street and Broad Street before terminating. New stops would be created at the Town Hall and Centenary Square.

A public consultation on the proposed extension, including three exhibitions in Victoria Square, is being staged between now and the end of September.

Centro has already received approval to integrate the system with the Paradise Circus redevelopment but are proposing to slightly amend the route to eliminate the need to build a bridge over the Suffolk Street Queensway tunnels.

Centro aims to submit before the end of this year an application to the Government for a supplementary Transport and Works Act Order which would grant the legal powers needed to build and operate the extension.

If granted, work could start could start in 2015 and be open for public use in 2017.
£31 million expansion plan set for Metro in city centre

BEN HURST
Staff Reporter
benhurst@birminghammail.com

THE region’s public transport bosses have published details of a £31 million extension of the Midland Metro through Birmingham city centre.

Running from New Street station to Centenary Square, public transport co-ordinator Centro said the scheme was crucial to regeneration plans.

Work is already taking place on the first phase of city centre extensions which is set to link up Snow Hill and New Street stations.

Centro is asking travellers and businesses to have their say on the plans which are being unveiled at a series of public events.

Goon Roger Horton, Centro’s lead member for rail, said: “Work is already under way to connect the Midland Metro from Snow Hill to New Street station and we went to build on that and further improve the network in Birmingham city centre.

These plans would play a significant role in supporting some of the major development work taking place in the city, which will bring about an extra £2 billion for the economy and could create up to 40,000 jobs.

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The first exhibition was held yesterday. Further exhibitions will be held in Victoria Square on:

■ Wednesday September 11, Victoria Square, 11am-6pm
■ Tuesday September 24, Victoria Square, 11am-6pm.
### APPENDIX 7 - SCHEDULE 5 CONSULTEES

**THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES 2006)**

**THE MIDLAND METRO (BIRMINGHAM CITY CENTRE EXTENSION LAND ACQUISITION AND VARIATION) ORDER**

**SCHEDULE 5: THOSE TO BE SERVED WITH A COPY OF THE APPLICATION DOCUMENTS**

<table>
<thead>
<tr>
<th>Authority sought for...</th>
<th>Documents to be deposited with...</th>
<th>Proposed recipient(s)</th>
<th>The Variation Order Specific Consultation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.</td>
<td>Not applicable</td>
<td>None. The works do not affect the foreshore or tidal waters.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>2. Works affecting the banks, or the bed of, or the subsoil beneath, a river.</td>
<td>Not applicable</td>
<td>None. The works do not affect a river.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>3. Works affecting the banks of or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving the undertaking.</td>
<td>Not applicable</td>
<td>None. The works do not affect the banks of or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving the undertaking.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>4. Works affecting the banks or bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving such canal or inland navigation.</td>
<td>Not applicable</td>
<td>None, the works do not affect the banks or bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving such canal or inland navigation.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>5. Works causing or likely to cause an obstruction to the passage of fish in a river.</td>
<td>Not applicable</td>
<td>None. The works do not cause an obstruction to the passage of fish in a river.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.</td>
<td>The Environment Agency</td>
<td>The Environment Agency</td>
<td>A letter (dated 28th August see Appendix 9) was sent to The Environment Agency advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(a).</td>
<td>Not applicable</td>
<td>None. The works do not affect any area under the control of a harbour authority.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>8. Works affecting a site protected under the Protection of Wrecks Act 1973(b).</td>
<td>Not applicable</td>
<td>None. The works do not affect a site protected under the Protection of Wrecks Act 1973(b).</td>
<td>Not applicable</td>
</tr>
<tr>
<td>9. Works affecting, or involving the stopping-up or diversion of, a street, or affecting a proposed highway.</td>
<td>The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.</td>
<td>Birmingham City Council</td>
<td>Birmingham City Council are partners in the project and there are ongoing meetings and liaison with them. However, as part of the statutory TWAO Consultation process, a letter (dated 28th August see Appendix 9) and brochure were sent to both the Chief Executive and also the Head of Access and Development, Sustainability, Transportation and Partnership.</td>
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<td></td>
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<td>Colliers (agents for Alpha Tower)</td>
<td>Centro made contact initially with Colliers as part of the Ground Investigation works that are required as part of the ongoing design work.</td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Relevant Authority</td>
<td>Comments</td>
</tr>
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<tr>
<td>10.</td>
<td>The stopping-up or diversion of, a footpath, a bridleway, a byway or a cycle track.</td>
<td>Not applicable</td>
<td>None. The works do not affect any parish or community in the relevant counties.</td>
</tr>
<tr>
<td>11.</td>
<td>The construction of a transport system involving the placing of equipment in or over a street.</td>
<td>Birmingham City Council</td>
<td>See section 9 above.</td>
</tr>
<tr>
<td>12.</td>
<td>Works affecting land in, on or over which is installed the apparatus or equipment or street furniture of a statutory undertaker.</td>
<td>The relevant statutory undertaker.</td>
<td>JC Decaux, Vodafone Limited, BskyB Telecommunications Services Limited, National Grid Gas plc, WPD (West Midlands) Limited, Severn Trent Water Limited, BT Limited, Virgin Media Limited. Centro’s Utilities Advisors have been in dialogue with statutory undertakers as part of this scheme. However, for this formal statutory consultation process, letters (dated 28th August see Appendix 9) were sent to all statutory undertakers identified at the time, with the remainder contacted after the close of the Consultation Period (see Appendix 10). JC Decaux, Vodafone Limited, BskyB Telecommunications Services Limited, National Grid Gas plc, WPD (West Midlands) Limited, Severn Trent Water Limited, BT Limited, Virgin Media Limited. enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>13.</td>
<td>Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.</td>
<td>Not applicable</td>
<td>None. The works are not in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.</td>
</tr>
<tr>
<td>14.</td>
<td>Works affecting: (i) a listed building under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (a); (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979 (b); or (iii) any archaeological site.</td>
<td>Not applicable</td>
<td>JC Decaux, Vodafone Limited, BskyB Telecommunications Services Limited, National Grid Gas plc, WPD (West Midlands) Limited, Severn Trent Water Limited, BT Limited, Virgin Media Limited. Centro’s Utilities Advisors have been in dialogue with statutory undertakers as part of this scheme. However, for this formal statutory consultation process, letters (dated 28th August see Appendix 9) were sent to all statutory undertakers identified at the time, with the remainder contacted after the close of the Consultation Period (see Appendix 10). JC Decaux, Vodafone Limited, BskyB Telecommunications Services Limited, National Grid Gas plc, WPD (West Midlands) Limited, Severn Trent Water Limited, BT Limited, Virgin Media Limited. enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>15.</td>
<td>Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.</td>
<td>Not applicable</td>
<td>English Heritage A letter (dated 28th August see Appendix 9) was sent to English Heritage advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>16.</td>
<td>Works affecting a garden or other land of historic interest registered pursuant to section 8c of the Historic Buildings and Ancient Monuments Act 1953.</td>
<td>Not applicable</td>
<td>None. The works do not affect a garden or other land of historic interest registered pursuant to section 8c of the Historic Buildings and Ancient Monuments Act 1953.</td>
</tr>
<tr>
<td>17.</td>
<td>Works affecting: (i) a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981; (ii) an area with 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.</td>
<td>Not applicable</td>
<td>English Heritage A letter (dated 28th August see Appendix 9) was sent to English Heritage advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>18.</td>
<td>Works affecting a National Park or an Area of Outstanding Natural Beauty.</td>
<td>Not applicable</td>
<td>None. The works do not affect a National Park or an Area of Outstanding Natural Beauty.</td>
</tr>
<tr>
<td>19. Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.</td>
<td>Not applicable</td>
<td>None. The works are not within 3 kilometres of Windsor Park, Windsor Great Park or Windsor Home Park; or within 800 metres of any other royal palace or royal park.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>20. Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, used for deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</td>
<td>Not applicable</td>
<td>None. The works are not within 250 metres of land which has been within 30 years immediately prior to the date of the application, used for deposit of refuse or waste; or has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>21. The carrying-out of an operation requiring hazardous consent under the Planning (Hazardous Substances) Act 1990.</td>
<td>Not applicable</td>
<td>None. The works do not require the carrying-out of an operation requiring hazardous consent under the Planning (Hazardous Substances) Act 1990.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>22. Works not in accordance with a development plan which either - (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with other associated works cumulatively involve the loss of not less than 20 hectares of such land.</td>
<td>Not applicable</td>
<td>None. The works are not accordance with a development plan which either involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); nor taken with other associated works cumulatively involve the loss of not less than 20 hectares of such land.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>23. (i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of passenger transport, or of a new tramway.</td>
<td>Passenger Focus(a) or the London Transport Users’ Committee(b) as the case may require.</td>
<td>Passenger Focus</td>
<td>A letter (dated 28th August see Appendix 9) was sent to Passenger Focus enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>24. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.</td>
<td>The Office of Rail Regulator</td>
<td>The Office of Rail Regulator</td>
<td>A letter (dated 28th August see Appendix 9) was sent to The Office of Rail Regulation enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>25. Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.</td>
<td>The Office of Rail Regulator</td>
<td>None. The works do not relate to regulatory provisions in the Railways Act 1993.</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>26. The right for a person providing transport services to use a transport system belonging to another.</td>
<td>The operator of the relevant transport system.</td>
<td>Travel Midland Metro</td>
<td>Although Centro is in constant dialogue with Travel Midland Metro as the concessionaire of Line 1, as part of the statutory TWAO Consultation process, a letter (dated 28th August see Appendix 9) and brochure was sent to the General Travel Midland Metro.</td>
</tr>
<tr>
<td>27. Works affecting land in which there is a Crown interest.</td>
<td>Works affecting land in which there is Crown interest.</td>
<td>The Department for Business, Innovation and Skills</td>
<td>This interest was identified as part of the land referencing exercise. Centro has attempted to contacted the Estate Manager of the Department for Business, Innovation and Skills by telephone, and email (also attaching the letter (see Appendix 10)) enclosing the brochure, advising about the project and TWAO proposals.</td>
</tr>
<tr>
<td>28. Works to be carried out in Greater London.</td>
<td>Not applicable</td>
<td>None. The works are not to be carried out in Greater London.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Authority sought for...</td>
<td>Documents to be deposited with...</td>
<td>Proposed recipient(s)</td>
<td>The Variation Order Specific Consultation</td>
</tr>
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</tr>
<tr>
<td>1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules.</td>
<td>Not applicable</td>
<td>None. The works do not affect the foreshore or tidal waters.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>2. Works affecting the banks, or the bed of, or the subsoil beneath, a river.</td>
<td>Not applicable</td>
<td>None. The works do not affect a river.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>3. Works affecting the banks of or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving that inland waterway, canal or inland navigation.</td>
<td>Not applicable</td>
<td>None. The works do not affect the banks of or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving that inland waterway, canal or inland navigation.</td>
<td>Not applicable</td>
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<td>4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(a).</td>
<td>Not applicable</td>
<td>None. The works do not affect any area under the control of a harbour authority.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>5. Works which would, or would apart from the making of an order, require a consent to the discharge of mater into waters or onto land under Chapter 2 Part 3 of the Water Resources Act 1991(b).</td>
<td>The Environment Agency</td>
<td>The Environment Agency</td>
<td>All details of consultation with The Environment Agency are detailed in section 6 in the Schedule 5 consultee spreadsheet in Appendix 7.</td>
</tr>
<tr>
<td>6. Works likely to affect the volume or character of traffic entering or leaving – (i) a special road or trunk road (ii) any other classified road</td>
<td>Not applicable</td>
<td>None. The works do not affect the volume or character of traffic entering or leaving – (i) a special road or trunk road (ii) any other classified road</td>
<td>Not applicable</td>
</tr>
<tr>
<td>7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).</td>
<td>Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).</td>
<td>Nightscene Limited David Christopher Stokes and Nigel George Tillott, Ewan Thomson Lockhart, Garwyn Limited, Mitsubishi Bank Limited, 35 Paradise (Management) Limited, and as far as practicable residents of 35 Paradise Street, Queens College Chambers, 36 Paradise Street, 38 Paradise Street, 36-38 Paradise Street and B-Central both through the management company and directly. Chameleón Bar, Birmingham Forward, Birmingham Future, Athens, Beneficial Building, Court Collaboration, Fernlock Limited and as far as practicable resident occupiers of 36 Paradise Street, Queens College Chambers, 36/38 Paradise Street and B Central.</td>
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<tr>
<td>8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act(e).</td>
<td>The Theatres Trust.</td>
<td>A letter (dated 28th August see Appendix 9) was sent to The Theatres Trust enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
<td></td>
</tr>
<tr>
<td>9. The modification, exclusion, amendment repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.</td>
<td>None. The works do not require the modification, exclusion, amendment repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.</td>
<td>None. The works do not require the modification, exclusion, amendment repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein. Not applicable</td>
<td></td>
</tr>
<tr>
<td>10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981(a)).</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td></td>
</tr>
<tr>
<td>11. Works in Greater London or a metropolitan county.</td>
<td>The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(b) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1998(c).</td>
<td>West Midlands Fire Service A letter (dated 28th August see Appendix 9) was sent to West Midlands Fire Service enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time. Centro is setting up a meeting with the West Midlands Fire Service. West Midlands Ambulance Service NHS Trust A letter (dated 28th August see Appendix 9) was sent to West Midlands Ambulance Service NHS Trust enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time. Centro had a meeting with the Birmingham Division Central Hub Manager on 18th November 2013. West Midlands Police Authority A letter (dated 28th August see Appendix 9) was sent to West Midlands Police enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time. Centro met with the West Midlands Police on 17th May and is setting up a meeting with the Birmingham Planning Officer. West Midlands Counter Terrorism Unit After advice from the West Midlands Police, Centro met with the West Midlands Counter Terrorist Unit and Crime Prevention Design Advisor on 27th November 2013. British Transport Police / Safer Travel Team A letter (dated 28th August see Appendix 9) was sent to British Transport Police / Safer Travel Team enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time. Centro is setting up a meeting with the British Transport Police / Safer Travel Team.</td>
<td></td>
</tr>
<tr>
<td>12. The right to monitor, survey or investigate land (including any right to make trial holes in land),</td>
<td>Not applicable</td>
<td>None. The works do not affect the right to monitor, survey or investigate land (including any right to make trial holes in land) other than an owner or occupier named in the Book of Reference.</td>
<td>Not applicable</td>
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<tr>
<td>13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service relating to the delivery or collection of letters.</td>
<td>Every universal service provider affected.</td>
<td>Royal Mail Group Limited</td>
<td>A letter (dated 28th August see Appendix 9) was sent to The Royal Mail Group Limited enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time. Centro met with the Royal Mail Group on 3rd September 2013.</td>
</tr>
<tr>
<td>14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.</td>
<td>Not applicable</td>
<td>None. The works do not affect an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>15. Works for which an Environmental Impact Assessment is required.</td>
<td>(i) For works - (a) in England, the Design Council; and (b) in Wales, the Design Commission for Wales.</td>
<td>The Design Council</td>
<td>A letter (dated 28th August see Appendix 9) was sent to The Design Council enclosing the brochure, advising about the project and the TWAO proposals and asking them if they had any comments or issues to highlight at this time.</td>
</tr>
<tr>
<td>16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.</td>
<td>Not applicable</td>
<td>None. The works do not require compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings other than those listed in the Book of Reference.</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>
Dear Consultee

Re: Birmingham Centenary Square Metro Extension

The West Midlands Passenger Transport Executive ("Centro") proposes to extend the Midland Metro line from Stephenson Street, via Victoria Square and Paradise Circus to Centenary Square. This will improve connectivity for passengers and support regeneration in the city centre.

Centro already has approval¹ to build and operate this extension, but to integrate with the Paradise Circus redevelopment, we are proposing to adjust the alignment in the vicinity of the development and this requires a supplementary Transport and Works Act Order (TWAO).

Before submitting a TWAO application, Centro wishes to consult with you on the proposals, and there is a leaflet enclosed which describes the route of the whole extension and the TWAO application. The leaflet also includes indicative timescales for obtaining powers and scheme construction, together with the exhibition dates and venues for the public consultation, which runs up until 27th September 2013.

There is a questionnaire within the enclosed leaflet, and you are invited to return this using the pre-paid reply form by 27th September 2013, or alternatively, this can be completed by visiting our website: www.centro.org.uk/metro.

If you wish to make further enquiries with regard to this scheme please contact Nicky Drage, Stakeholder Liaison Officer NickyDrage@centro.org.uk or telephone 0121 214 7199.

Yours faithfully

Peter Adams
Metro Commercial & Development Manager

Enc.
Dear Consultee

**Birmingham Centenary Square Metro Extension**

**The Proposed Midland Metro (Birmingham City Centre Extension, Land Acquisition and Variation) Order**

The West Midlands Passenger Transport Executive ("Centro") proposes to extend the Midland Metro line from Stephenson Street, via Victoria Square and Paradise Circus to Centenary Square. This will improve connectivity for passengers and support regeneration in the city centre.

Centro already has approval¹ to build and operate this extension, but to integrate with the Paradise Circus redevelopment, we are proposing to adjust the alignment in the vicinity of the development and this requires a supplementary Transport and Works Act Order (TWAO).

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If you wish to make enquiries with regard to this scheme please contact Nicky Drage, Stakeholder Liaison Officer NickyDrage@centro.org.uk or telephone 0121 214 7199.

Yours faithfully

Peter Adams
Metro Commercial & Development Manager

Enc.
## APPENDIX 11 - OTHER CONSULTEES

| Birmingham & Black Country Wildlife Trust | Birmingham Friends of the Earth |
| Birmingham & Solihull Chamber of Commerce | Friends of the Earth |
| Birmingham & Solihull Taxi Association | Greater Birmingham and Solihull LEP |
| Birmingham Advisory Council of Older People | Hammerson UK Properties Plc |
| Birmingham Airport | Homes and Communities Agency |
| Birmingham Centre for Inclusive Living (BCIL) | Ideal for All Ltd |
| Birmingham Chamber of Commerce | IoD West Midlands |
| Birmingham City Council | IOD Young Directors Forum |
| Birmingham Civic Society | ITA |
| Birmingham Focus on Blindness | Jewellery Quarter BID |
| Birmingham Friends of the Earth | Light Rail Transit Association |
| Birmingham Mind older adults outreach service | Locate in Birmingham |
| Birmingham People First | Marketing Birmingham |
| Birmingham Private Hire Association | Midland Mencap Head Office |
| Birmingham Women's Advice and Information Centre | Mind in Birmingham |
| Brindleyplace Estate Management | National Express House |
| British Stammering Association | Network Rail Infrastructure Limited |
| Broad Street BID | Passenger Focus |
| Bull Ring | Queen Alexandra College |
| Bus Users UK | Rathbone |
| Calthorpe Estates | Repertory Theatre |
| Campaign for Better Transport | Retail Birmingham |
| Campaign For Better Transport, WM | Royal National Institute of Blind People (West Midlands) |
| CBI West Midlands Region | RSPB |
| Community Options | Saheli women's group |
| Community Transport - National Office | Somali Disability Group |
| Confederation of Passenger Transport | Sustrans |
| CPT - UK | Taxi Owners Association |
| Disability Resource Centre | Terrence Higgins Trust |
| Disability Support Team Student Services BCU | The Birmingham Alliance |
| Fircones Friends in Retirement | The Deaf Cultural Centre |
| | The Library of Birmingham |
| | The NEC Group |
| | The Pedestrians’ Association |
| | The Victorian Society |
| | West Midland Bird Club |
| | West Midlands Travel Ltd t/a National Express West Midlands |
APPENDIX 12: KEY STAKEHOLDERS IDENTIFIED (INCLUDING FRONTAGERS, OWNERS, LESSEES, TENANTS AND OCCUPIERS OF LAND) WHO WERE CONTACTED DURING THE CONSULTATION PERIOD

Salmon Harvester Opportunity Fund General Partner Ltd
Royal Thai Consulate Birmingham
Cameleon Bar
Birmingham Forward
Birmingham Future
Parlour Hair
Nightscene Limited
Dawnhome Limited
Hortons
Western Power Distribution (West Midlands) Plc
Latham House
Garwyn Limited
Athens
Beneficial Building
Court Collaboration
Kellis Property Fund (General Partner) Limited
DLA Piper UK LLP
Arena Central Developments LLP
Miller Developments
British Telecommunications
35 Paradise (Management) Limited
35 Paradise Street
WH Smith
36/38 Paradise Street
Queens College Chambers
36 Paradise Street
B Central
Fernlock Limited
Aquila Networks PLC
Highways Agency
War Memorials Trust
Birmingham City Council
Copthorne Limited
Argent (Paradise) Limited
Birmingham City University
Portman Travel Limited
14 Fletchers Walk
Xposure Rock Cafe 2000 Limited
Chamberlain House
Subside Bar Xposure Rock Cafe
Alpha Tower
Journey Met Community Church
City Dry Cleaners
Rifles and Air Guns
Body Garden Tattoo
Post Office Vaults
Zagora Restaurant
International Hair
Waylands Forge
Patti Gift Therapy
News Flow
French Mustards
Kyoto Restaurant
3 Fletchers Walk
7 Fletchers Walk
APPENDIX 13 ADDITIONAL KEY STAKEHOLDERS (INCLUDING FRONTAGERS, OWNERS, LESSEES, TENANTS AND OCCUPIERS OF LAND) WHO WERE IDENTIFIED AND CONTACTED AFTER THE CLOSE OF THE CONSULTATION PERIOD

- Clear Channel UK Limited
- SHP Opportunity Fund General Partner Limited
- Stonemartin Corporate Centres Limited
- West Midlands Probation Committee
- Lloyds TSB Bank PLC
- The Mitsubishi Bank Limited
- Suitable Ventures Limited
- Friends First Managed Pension Funds Limited
- Browne Jacobson LLP
- Hudson Global Resources Limited
- The First Secretary Of State (OFWAT)
- Browne Jacobson LLP
- The Secretary Of State For Education
- The Gambling Commission
- Eversheds LLP
- The Gambling Commission
- Glanmore Investments Limited
- 50 Pinfold Street
- Eat Limited
- Birmingham Inns Limited
- Darker Enterprises Limited
- 44 Pinfold Street
- CBRE LTD
- DLA Piper Uk Properties Limited
- Francesco Group (Holdings) Limited
- Wm. Morrison Supermarkets Plc
- Autograph Limited
- Workdirections UK Limited
- Staffordshire County Council
- One Birmingham Limited
- Keills Property Fund (Nominee) I Limited
- Parlour Hair Limited
- Residents of 36/38 Paradise Street
- Stonemartin Corporate Centres Limited
- Suitable Ventures Limited
- Subway Realty Limited
- Sun Valley Leisure
- Albemarle And Bond Jewellers And Pawnbrokers Ltd
- 5b Ethel Street
- Cashino Gaming Limited
- The JESUS Centre Trust Limited
- Eat Limited
- Victoria Square House
- Birmingham Inns Limited
- 84 New Street
- Shared Earth Limited
- First Personnel Services Plc
- Darker Enterprises Limited
- CBS Outdoor Limited
- Everything Everywhere Limited
- Hutchison 3G UK Limited
- Primesight Limited
- RAM Vision Limited
- Telefonica UK Ltd
- Vtesse Networks
- Pattigift Therapy C.I.C.
- Tenbury Guns Limited
- 9 Fletchers Walk
- 10 Fletchers Walk
- 13 Fletchers Walk
- Davies and Partners Solicitors LLP
- Sir Robert McAlpine
- Fusion People Limited
- Wolf's Limited
- Consumer Council for Water
- Albermarle & Bond
- Cludo Kids Limited
- Cambro Foods Limited
- The Tanning Shop
- White Building Limited
- Dandara
- OJL Investments Limited
- Woktastic Noodle & Sushi Bar Limited
- Kyoto Restaurant
- Subside Bar Limited
- McDonald’s Restaurants Limited
- Eurochange plc
- Baguette Du Monde Corporation Limited
- SSDB Limited
- Cafe Entices Limited
- Newsflow Limited
- Newsflow (Bham) Limited
- The Gourmet Sandwich and Coffee Company Ltd
- Nando’s Chickenland Limited
- Cartoonplanet Europe Limited
- City Nails
- Hallmark Paradise Forum Limited
- Greggs PLC
- JD Wetherspoon PLC
- Ganton House Investments Limited
- NoteMachine UK Limited
- Photo-Me International PLC
- SpaceandPeople PLC
- Retail Profile Limited
- Lebara Limited
- The Claim Partnership Limited
<table>
<thead>
<tr>
<th>Company Name</th>
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<tbody>
<tr>
<td>Dla Piper Uk Properties Limited</td>
<td>Berlitz (UK) Limited</td>
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<td>Browne Jacobson Llp</td>
<td>Bodycare International Limited</td>
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<td>Forresters Clear Direction</td>
<td>Ethos Floral Limited</td>
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<td>Chamberlain House</td>
<td>Supercuts UK Limited</td>
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<tr>
<td>Signature Outdoor Limited</td>
<td>Dandara</td>
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<tr>
<td>Colonel Mustards</td>
<td>BT Payphones Field Officer – Midlands &amp; Wales</td>
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<tr>
<td>Journey Metropolitan Community Church</td>
<td>Geo Networks Ltd</td>
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<td>Noble Organisation Limited</td>
<td>Fujitsu Telecommunications Europe Ltd</td>
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<td>Towercrest Enterprises Limited</td>
<td>In Focus Public Network Ltd</td>
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<td>BSkyB Telecommunications Limited</td>
<td>Kingston Communications (Hull) PLC</td>
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<td>T-Mobile Ltd</td>
<td>Mainline Pipelines, C/o Fisher German</td>
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<td>Orange Ltd</td>
<td>Arqiva Ltd</td>
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### APPENDIX 14 ADDITIONAL CONSULTEEES INCLUDING SMALL BUSINESSES

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<thead>
<tr>
<th>Subside Bar Xposure Rock Cafe</th>
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<tbody>
<tr>
<td>Above Xposure Rock Club</td>
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<td>Journey Met Community Church</td>
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<td>Victoria Square Cafe</td>
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<td>Francesco Group</td>
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<td>Post Office Vaults</td>
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<td>Private Shop</td>
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<tr>
<td>Chamberlain House</td>
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<tr>
<td>Baskerville House</td>
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<tr>
<td>House of Sport - Birmingham City Council</td>
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