

Transport and Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 — Rule 10(2)(c)

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

CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS

1. Introduction

The West Midland Passenger Transport Executive is a statutory body created by the Transport Act 1968. Its role is to promote and develop public transport across the West Midlands, implementing the policies of the West Midland Integrated Transport Authority. Although the two bodies share the brand name “Centro”, which reflects their integrated working arrangements, they are separate legal entities with different responsibilities. References in this document to Centro are intended to refer to the West Midlands Passenger Transport Executive in its capacity as promoter and developer of Midland Metro, which it owns and currently operates through a concession agreement.

In 2005, the Secretary of State for Transport approved an Order under the Transport and Works Act 1992 (S.I. 2005 No. 1794) (a TWAO) to construct and operate an extension to Line 1 of the Metro system (“the Birmingham City Centre Extension”, or “the 2005 Order”). It provided for the Metro system to run from Snow Hill Station through the City Centre and on to Broad Street, Five Ways and Hagley Road in Edgbaston. It also provided for powers of compulsory acquisition for the purposes of the scheme, which expired in 2010, and included protective provisions for specified bodies. Discharge of the relevant pre-commencement planning conditions began in 2010.

Centro is promoting the Midland Metro (Birmingham City Centre Extension Land Acquisition and Variation) Order to enable the construction of the Centenary Square Extension (“CSQ”), an extension of the Midland Metro in Birmingham city centre from Stephenson Street to Centenary Square. The Order would revive powers of compulsory acquisition on Centro for the purpose of the works authorised by the 2005 Order and would also authorise a variation of the alignment of the tramway over a section, 100 metres in length, of the route authorised by the 2005 Order within Paradise Circus, Queensway (“the Variation”), as part of the Paradise Circus Redevelopment (“PCR”). It would also confer compulsory powers on Centro to acquire a small amount of additional land for the purposes of the Variation and powers to carry out such other works as may be necessary or expedient in connection with it.

The Order would also provide the necessary powers (including powers to acquire land) to enable Centro to carry out a number of other very minor adjustments to the 2005 scheme outside the Paradise Circus area, which have become necessary as the detailed design of the Metro has progressed, but which would not give rise to any significant environmental impacts over and above those assessed for the 2005 Order.

The PCR received outline planning consent in early 2013 for a mix of commercial, retail and leisure uses on a 7 hectare site at Paradise Circus. PCR is a joint venture between Argent and Birmingham City Council (BCC). PCR will remove the current gyratory system at Paradise Circus, introducing radical changes to traffic movements and creating new roads and access/egress into the PCR site. The delivery of the Centenary Square Extension and its associated works will be partly met in the vicinity of the PCR site through a Section 106

agreement that was completed by BCC, Argent (Paradise) Limited, Argent Group PLC, and Altitude Real Estate LLP on 7 February 2013.

To secure the implementation of the PCR, BCC has requested the Secretary of State to make a stopping up Order under Section 247 of the Town and Country Planning Act 1990 and is promoting a Paradise Circus City Centre Compulsory Purchase Order. This includes land required for the construction of the Variation within the PCR development site. The Council's Orders have been submitted to the Orders Unit of the Department of Communities and Local Government and a decision on the Orders is expected to be given in the early part of 2014.

Centro has been working with the developer and BCC to ensure that the PCR development will accommodate the authorised alignment of the 2005 Order and to investigate the opportunity for an improved route, integrated with the PCR. The outcome of these discussions is that the Variation would be a better alignment and can be delivered, integrated within the PCR development, at a lower cost, saving construction costs and disruption, and with fewer environmental impacts than the original proposal. However, as an element of the permanent works (approximately 100 metres) falls outside the limits of deviation (LoD) of the 2005 Scheme, further statutory authorisation is required by TWAO for the works outside those LoD before the revised scheme can be implemented.

Centro is working closely with and is supported by Birmingham City Council on the CSQ project.

This document is a concise statement of the aims of the CSQ and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

2. Need

The need for the Birmingham City Centre Extension was established by the making of the 2005 Order. The CSQ with the Variation is an improvement on the 2005 scheme in the context of the PCR.

3. Aims of the CSQ

The CSQ is intended to meet the aims of the Greater Birmingham and Solihull Local Enterprise Partnership relating to transport in Greater Birmingham to achieve first-class international, national, regional and local connectivity. Those aims are enumerated below and each is followed by information on how the CSQ will achieve them:

1. Improve access to markets, enabling businesses to better access their customers

The CSQ will link new business developments and growth in the Westside such as at Paradise Circus, Arena Central and Brindley Place to the City Centre and key transport hubs such as New Street and Snow Hill Stations, and to the Black Country via Midland Metro Line 1.

2. Reduce transport costs for businesses by lowering journey times and increasing reliability

The CSQ will reduce transport and business costs by reducing travel time and facilitating easier journeys, as well as provide improved links between jobs and businesses in the City Centre and wider West Midlands with those in Birmingham's Westside.

3. Support business growth by delivering sustainable multi-modal access to new development sites

The CSQ will provide for improved access to local and national rail, tram and local bus services from new development sites at Paradise Circus and Arena Central.

4. Deepen labour pools by improving physical access to jobs

By providing for improved access to local and national rail, tram and local bus services from new development sites at Paradise Circus and Arena Central, and existing employment sites in Broad Street and Brindley Place, and thereby reducing the travel times to those sites nationally and within the West Midlands region the CSQ will deepen labour pools for those employers and improve physical access to jobs.

5. Increase competitiveness by reducing journey time uncertainty

The CSQ, together with a package of complementary highway measures to be introduced by Birmingham City Council, will reduce journey time uncertainty for travellers to and from the new development sites at Paradise Circus and Arena Central, and existing employment sites in Broad Street and Brindley Place.

6. Support growth by addressing constraints on network performance

The CSQ scheme will improve network performance by providing additional transport capacity and assisting modal shift from private car to public transport modes.