

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, etc.) (Edgbaston Extension Land Acquisition) Order

CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS

1. Introduction

The West Midlands Combined Authority (“WMCA”) is a statutory body established by the West Midlands Combined Authority Order 2016 (S.I.2016/653) under the Local Democracy, Economic Development and Construction Act 2016. It is the successor body to the West Midlands Passenger Transport Executive.

In 2005, the Secretary of State for Transport made the Midland Metro (Birmingham City Centre Extension, etc.) Order¹ (“the 2005 Order”). The 2005 Order authorised the construction and maintenance by the West Midlands Passenger Transport Executive of an extension to Line 1 of the Metro system in Birmingham (“the Birmingham City Centre Extension”) from Snow Hill Station through the city centre and on to Broad Street, via Five Ways to 54 Hagley Road in Edgbaston. It also provided for powers of compulsory acquisition for the purposes of the scheme and included protective provisions for specified bodies.

The Birmingham City Centre Extension as authorised by the 2005 Order is being implemented in stages. Discharge of the relevant pre-commencement planning conditions began in 2010. However, the powers of compulsory acquisition conferred by the 2005 Order expired in July 2010. A further Order (the Midland Metro (Birmingham City Centre Extension, etc.) (Land Acquisition and Variation)) Order 2016 (S.I. 2016/545) was successfully promoted by the West Midlands Passenger Transport Executive to refresh its powers of compulsory acquisition for the construction of the second part of the Birmingham City Centre Extension from Stephenson Street to Centenary Square (and to provide for a variation of the alignment of the tramway within Paradise Circus, Queensway to integrate with the redevelopment of Paradise Circus).

The proposed Midland Metro (Birmingham City Centre Extension etc.) (Edgbaston Extension Land Acquisition) Order, the subject of this application, would confer further powers of compulsory acquisition on the WMCA for the final stage of the works authorised by the 2005 Order along Broad Street from Centenary Square to 54 Hagley Road in Edgbaston (“the EDGE”). This document is a concise statement of the aims of the EDGE scheme and has been produced as one of the documents

¹ (S.I. 2005 No. 1794)

required to be submitted with the application for the above-named Order under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

2. Need for the EDGE

The need for the Birmingham City Centre Extension, including the EDGE, was established by the making of the 2005 Order.

3. Aims of the EDGE

The EDGE is intended to meet the aims of the Greater Birmingham and Solihull Local Enterprise Partnership (“GBSLEP”) relating to transport in Greater Birmingham to achieve first-class international, national, regional and local connectivity. The aims of the EDGE support both national and local policies for growth and investment and are enumerated below; each is followed by information on how they will achieve them. It also forms part of a package of works that are supported and funded by the Government in order to maximise the benefits of investment in HS2.

1. Transport Policy Aims

The EDGE will achieve a number of goals set by the West Midlands Strategic Transport Plan and West Midlands Local Transport Plan (WMLTP). Local connectivity will be improved, both within the city centre and to the wider city centre from locations in the Black Country and north-west of Birmingham. Transport networks will become more integrated with Midland Metro connecting the west side of the city directly to New Street and Snow Hill Stations. Improving the accessibility of the redeveloped New Street Station is a specified aim of the Plan.

The WMLTP, together with the HS2 Connectivity Packages published by WMCA and GBSLEP, all aim to maximise the benefits of HS2 for Birmingham. Whilst by itself the extension of the Metro to Edgbaston will be unlikely to enhance the benefits of HS2, the scheme is part of a wider network plan to connect Curzon Street to Edgbaston by a direct Midland Metro service.

By extending the Midland Metro route and improving capacity and journey time reliability, the EDGE will help to challenge the car culture of the city and create a transformational public transport system, key aims of the Birmingham Connected white paper.

2. Economic Policy Aims

By linking key development sites to the west of Birmingham City Centre (“Westside”) with the core of 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, the EDGE will help to unlock Birmingham's growth potential, increasing jobs and deepening labour pools. New transport connections will encourage new businesses to move to Westside, meeting the WMLTP and GBSLEP's Strategic Economic Plan's (SEP) aims to grow the number of successful businesses and encourage private sector-led economic growth. The scheme will enable Birmingham to build on its key sector strengths, a specified aim of the SEP, by linking to an area of business, financial and creative industries. By providing for improved access to local and national rail, Midland Metro and local bus services from Five Ways and the west side of the city, and thereby reducing the travel times to those sites nationally and within the West Midlands region, the EDGE will deepen labour pools for those employers and improve physical access to jobs.

Overall, local policies are aiming to regenerate the city and create thriving centres: this Midland Metro extension will support the Westside area of Birmingham City Centre in becoming a better flourishing quarter of the city, reducing 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. Social Policy Aims

The increased connectivity with key employment sites provided by this scheme will support the reduction of the high levels of unemployment in Birmingham and the wider West Midlands, improving social mobility, a key target of the Government. It is clear that the social benefits of the scheme are well aligned with local policy priorities: the WMLTP's aims to 'improve public health and safety', 'tackle deprivation and worklessness and 'enhance well-being and quality of life' are all served by this scheme.

4. Environmental Policy Aims

The WMLTP and Big City Plan for Birmingham identify the need to tackle climate change and offer more sustainable transport opportunities. The scheme addresses this aim directly: the EDGE will encourage more use of public transport and mode shift away from cars, reducing emissions.

Additionally, the EDGE will contribute to improving the local air quality. Birmingham City Council's Air Quality Action Plan aims to increase public transport and introduce more electric or low carbon transport options. Expanding the Midland Metro network will meet these two key aims.