



The West Midlands Combined Authority (WMCA) has embarked upon an ambitious plan to regenerate the region and to provide new opportunities for residents and businesses. Central to this plan is the expansion of the Metro network, which will triple in size by 2026, providing high quality, safe and dependable tram travel across much of the region.

The Midland Metro Alliance has been appointed by the WMCA to deliver the Metro network throughout the region.



## At a glance



Number of routes: Five

Collective length of routes: More than 34km

Proposed Metro Stops: **more than 50 new stops**



## Who is in the Midland Metro Alliance?

West Midlands Combined Authority, the design consortium of Egis, Tony Gee and Pell Frischmann and contractor Colas Rail (supported by their sub-alliance partners Colas Limited, Barhale, Bouygues UK and Auctus Management Group) came together to form the alliance in July 2016.

The aim of the Midland Metro Alliance is to help deliver a lasting legacy, aiding social and economic regeneration across the region.

### Birmingham Westside Metro Extension

This city centre route is the next phase of works following the Metro extension from St Chads to Grand Central which opened for passenger service in May 2016.

Construction on this extension, which is a little over 2km in length and will be delivered in two phases, began in summer 2017. When fully complete Metro services will terminate at Hagley Road in Edgbaston.

The first phase of development will see the Metro continue from Grand Central, past Birmingham's Town Hall to Centenary Square, with Metro stops serving Victoria Square and the Paradise and Arena Central developments at the redeveloped Centenary Square.

This first phase of the Birmingham Westside Metro extension will operate on battery power throughout and be the first tramway in the UK to do so.

The second phase of the route will extend further from Centenary Square, along Broad Street to just west of Five Ways, and together with the Hagley Road terminus will have intermediate stops serving Brindleyplace and Five Ways.

Metro services are expected to operate to Centenary Square by late 2019 and Edgbaston by 2021.



### Wolverhampton City Centre Metro Extension

As part of the Wolverhampton Interchange, this Metro extension will split from the existing route just before the current terminus at St. George's. It will stop at the city's bus station on Pipers Row, before continuing to the railway station allowing easy interchange with heavy rail, bus and tram.

The Metro extension in the city is part of an overall investment in transport infrastructure in excess of £150m. The projects within the Wolverhampton Interchange will jointly deliver over 1,500 jobs and improve transport for the people of Wolverhampton and the Black Country as a whole.

Earlier in the year, rail was laid in Pipers Row and the third phase of the works are currently taking place in Railway Drive. These are due to end later this autumn.

The Midland Metro Alliance is working closely with the City of Wolverhampton Council and other partners in the Wolverhampton Interchange with the aim that this Metro route will open for passenger service following the construction of the new Railway Station in 2020.



**How can I get further information?**

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### Wednesbury to Brierley Hill Metro Extension

The Wednesbury to Brierley Hill Metro extension will run from Wednesbury Great Western Street Metro stop to Dudley Town Centre and then terminate in Brierley Hill.

As a significant part of the 11km route is along a disused railway corridor, much of the preparatory work to date has taken place out of sight. Work started to become more visible in early 2018, with ground investigation and survey work carried out to inform the Metro designs. Works to date include extensive site clearance, invasive weed control, ground and structural investigations, drainage surveys, topographical surveys and ground penetrating radar surveys.

Utility diversions are expected to commence in Dudley Town Centre during 2019, in advance of work commencing elsewhere in 2020.

Passenger services are expected to begin by 2023.



### Birmingham Eastside Metro Extension

In 2016, an application was submitted to extend the Metro to Digbeth to service the High Speed 2 (HS2) station at Curzon Street. This route will separate from the existing line at Bull Street and will end at a new terminus at High Street Deritend, with four additional Metro stops in total.

The route will offer a direct connection by Metro to Curzon Street, New Street, Moor Street and Snow Hill stations (as well as Birmingham Coach Station) and will also serve a new bus interchange adjacent to the Clayton Hotel providing an efficient bus, Sprint, rail and coach interchange.

A decision on the application is expected in 2018, with the aim that enabling works and construction will begin as soon as possible afterwards. Passenger services could begin in 2022, ahead of the opening of the HS2 station in 2026.



### East Birmingham to Solihull Metro Extension

This project will see the Metro extended further east through Bordesley Green and Chelmsley Wood to North Solihull. The 17.5km route will connect key destinations in Birmingham and UK Central, including Heartlands Hospital, Birmingham International, the NEC and HS2 Interchange, with 26 proposed Metro stops.

This transport scheme will help support the regeneration of areas of high deprivation through improved connectivity, as well as helping to create job opportunities by improving the accessibility of major employment sites such as Birmingham International Airport and Birmingham Business Park.

Like other schemes being developed and delivered by the Midland Metro Alliance, this one is also being developed to encourage people to travel by public transport, leaving cars at home, helping to reduce congestion and harmful emissions.

Preliminary work for this route is planned for 2021, with full construction commencing in 2023. Passenger services are expected to begin in 2026.



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