



Birmingham Eastside Metro Extension

NOVEMBER 2025



At a glance

Length of route: **1.7km**

Key destinations: **Moor Street Interchange, Curzon Street Station, Digbeth High Street and Coach Station**

Proposed Tram Stops: **Five**



East Birmingham to Solihull Metro extension

This Metro extension is expected to expand further eastwards improving connections for local people and unlocking billions of pounds in private sector investment.

Funding will kickstart Birmingham's huge Sports Quarter project and has been made available as part of a £2.4 billion Government boost to the West Midlands transport network.

At the heart of the Sports Quarter project is a new 60,000 seat stadium for Birmingham City FC, all served by a direct Metro tram route.

Not only will the extension provide fans with a fast and reliable connection between the city centre and new stadium but also improve travel connections for local people, opening up new job, leisure and learning opportunities.

Extension Overview

This West Midlands Metro extension forms part of Transport for West Midlands' plan to regenerate public transport in Birmingham and the Black Country, providing much-needed links to the existing heavy and light rail networks, and helping to connect people to education, training and career opportunities further afield in the West Midlands.

The extension will help transform this part of Birmingham city centre by providing greater connectivity and supporting the regeneration of Digbeth. When complete it will run from the existing Metro line at Bull Street to High Street Deritend in Digbeth, via the proposed HS2 Curzon Street Station.

The new tram line, which will open in two phases, will feature five stops, including a temporary terminus near the Clayton Hotel (called Millennium Point) providing a high quality and convenient alternative to the car when visiting Digbeth and the city centre.

Construction has progressed significantly since spades hit the ground in 2021 with the first phase of the route (and tram stops at Albert Street and Millennium Point) about to open to the public in the autumn of 2025.

A little earlier in the programme, in November 2023, urban renewal work in Digbeth wrapped up with Digbeth High Street has been transformed by the creation of public and green spaces. Similarly, works to convert the existing carriageway into the new tramway along the high street are complete, along with additional urban realm improvements including new paving and planting. This second phase of the route is expected to open to the public in 2027/28.

With these works complete, the project has entered a new phase along Meriden Street to extend the track laid in Digbeth High Street towards the forthcoming HS2 Terminus at Curzon Street.

The Birmingham Eastside Metro extension is the first stage of an even larger route further east to the new Sports Quarter development and eventually to North Solihull where it will serve Birmingham International Airport (see sidebar).

The headline benefits

-  Modal shift to Metro, resulting in journey time savings and reduced congestion along with the associated environmental benefits, such as improved air quality and reduction in noise
-  Providing new and improved public transport links for the east of Birmingham city centre and Digbeth, allowing easy travel between population, education and employment centres in the city
-  Connecting HS2 to the Metro network and maximising interchange opportunities with the local public transport network
-  Regeneration across the area including the major developments also taking place in the east of Birmingham



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