



Transport for
West Midlands



Midland
Metro Alliance

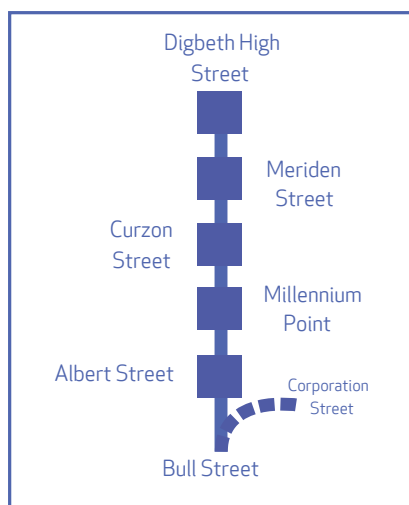
Eastside EDITION

ISSUE 22 | JANUARY 2025

Welcome

Welcome to 'Eastside Edition', a newsletter designed to keep those working and living in the area up-to-date on the progress of the Birmingham Eastside Metro extension to Digbeth, which is being designed and delivered by the Midland Metro Alliance on behalf of Transport for West Midlands (TfWM).

When complete, four new tram stops will connect passengers from the existing Metro line at Bull Street to High Street Deritend in Digbeth, via Curzon Street Station, helping to connect more of the region to high-speed rail services.



Getting Around



For the latest information, advice and live info on the region's roads follow the @wmroads Twitter feed and for wider transport updates follow @transportforwm.

ICYMI: A round up of construction activity from the previous issue

We shared new drone footage which gave a bird's-eye view of construction for Metro.

We celebrated massive progress on Moor Street Queensway with the first phase of works here almost completed.

The Eastside team showed their commitment to sustainability with their first strawberry crop

What you need to know

Welcome to 2025!

I hope you and yours had a really restful Christmas and New Year Period.

2025 is set to be a year that's sure to be massive for all things Metro with both the Birmingham Eastside and Wednesbury to Brierley Hill Metro extensions moving to really exciting stages of delivery.

But as this is Eastside Edition let's focus on getting you up to speed with everything you need to know since the last issue for our route through the city centre to Digbeth!

As per usual, I'll provide a quick recap of recent newsbits here, with everything covered in more detail later in the newsletter.

Albert Street and Moor Street Queensway

- Works to deliver the Metro tracks across the highway in Moor Street Queensway hit a new phase in the early autumn which allowed more buses to return to serving the busy transport interchange.
- And throughout the rest of 2024, and particularly across the Christmas and the New Year period, our team were busy finalising activities in Albert Street. You can see how this part of the route is looking now over [the page](#).
- With tracks and new road surfaces now in place, and some finishing works ongoing, all this meant that even more public transport services could return to Corporation Street, Albert Street and Moor Street Queensway stopping locations in the first weekend of 2025. (See [page three](#) for more details on bus changes for the travelling public).
- So it's fair to say that 2024 was quite a year for delivery in the city centre - if you want to watch it fly-by in just a few minutes, we've prepared a special cut of timelapse footage also over on [page three](#).

Digbeth High Street

- Following the completion of our Metro and street scene improvements in the area some time ago now, and with new traffic signs, marking and signals in place, Transport for West Midlands and Birmingham City Council wrote to more than 4,000 residents and businesses in the area to inform them of new traffic regulations.
- Many of these were based on temporary restrictions which were in place during construction, but are now permanent as of 16 December. We've shared some info on this over on [page three](#) and there's a helpful summary and interactive maps over on our website at:

www.metroalliance.co.uk/BEETRO24.

Remember, you can keep up-to-date on progress for the route between newsletter issues over on our social media channels. So, why not give us a 'follow' on X, Facebook and Instagram.

As per usual, I'll be in touch with any important changes but please don't hesitate to contact me in the meantime.

Happy new year again!

Tom Bissell, Stakeholder Liaison Manager.



How can I get further information?

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Recent progress: Albert Street Special

As mentioned on the previous page, it's been a busy month or so for our team, and key partners. It was all hands-on-deck to ensure that Albert Street activities were finalised and systems integrated to allow the area to re-open to vehicular traffic in the first weekend of January 2025.

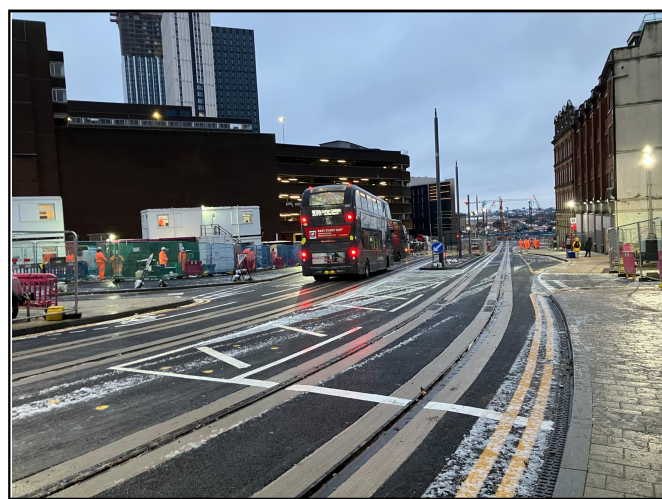
Since the last issue of *Eastside Edition*, the area has been well and truly transformed. This transformation began with the area being dug out and prepared for multiple concrete pours to create the track bed.

As the autumn progressed, track laying was able to begin, with the tracks here linked to tracks already laid at opposite ends in Dale End and on Moor Street Queensway.

Alongside this, kerbing and paving got underway, too. This work including laying new finishes to improve the look and feel of the area and brand new tactile elements to improve accessibility.

And then, as Christmas approached and after all the track was welded into place, the team turned to laying the final road surface and painting new road markings such as bus lane indicators.

And as mentioned, ahead of the area becoming usable by the public again in 2025, the final stage was to ensure technology installed, such as traffic signalling, was properly integrated into the existing traffic network of the city centre.



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Keep moving as more buses return to city centre locations following new phase of Metro works

Across the Christmas and New Year period, and even with a sudden snow storm to deal with, our delivery team were working closely with partners at Birmingham City Council and Transport for West Midlands as works in Albert Street moved to completion.

With all track, final road surface and markings in place, Albert Street was able to re-open on Sunday 5 January 2025 allowing more buses to use this area and nearby Moor Street Queensway for their routes and stopping locations.

Buses were diverted from both locations from spring 2024. Passengers can learn more about what the recent re-opening of both Albert Street and Moor Street Queensway means for their regular journey by checking with their operator or visiting www.tfwm.org.uk/moorstreetbus for information on individual services.

Metro finishing activities, including lighting installation and some paving activities, will still be present in the Albert Street area in coming weeks, along with further track construction close to the Clayton Hotel.

Birmingham Bus Stop Changes

Moor Street Queensway & Priory Queensway

January 2025



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City Council

tfwm.org.uk

"It's exciting that the Metro construction has reached another milestone allowing for Albert Street to re-open and services to begin calling at this area again. We urge bus users to check the information on our website to learn more about what the changes at the start of the year might mean for their regular journeys."

Jacqui Miller, TfWM Travel Demand Manager



Birmingham Eastside Traffic Restrictions

See 2024 on Moor Street Queensway Fly By!

It's hard to believe that our works for the Birmingham Eastside extension only got underway along Moor Street Queenway in April!

Need your memory jogged? Well, we've put together a new timelapse video high sees 2024 fly by and our talented team work through spring, summer, autumn and winter, all whilst ensuring some parts of the highway remained usable for this busy public transport interchange..

The video highlights the transformation of Moor Street and Albert Street as highways get dug out, track bed is constructed and tram tracks laid and connected before asphalt is applied as the final road surface.

The summertime highway switch is visible too as the works move to a new stage allowing traffic to move onto sections completed in the spring.

Check out the footage by clicking the image to the right, or by visiting our social media.



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Learn more about new traffic regulations in Digbeth area

Following the completion of our delivery activity on Digbeth High Street, Birmingham City Council and Transport for West Midlands have implemented changes to the road network in this area.

These changes are part of a plan to make transport more efficient in the city centre and to continue to ensure it operates safely.

To inform those in the area before the changes went live from Monday 16 December 2024, Transport for West Midlands wrote to more than 4,000 local residents and businesses in the autumn.

We also hosted the information, which includes links to interactive maps, on our website at: www.metroalliance.co.uk/BEETRO24.



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Mayor launches consultation on taking control of region's bus services

Consultation over the biggest shake up of regional bus services in decades was launched by Richard Parker, Mayor of the West Midlands, this week with a rallying cry for people to take part.

Over the next three months the public are being asked to give their views on the Mayor's plan for a franchised bus network to replace the current private operator led system. Under franchising, Transport for West Midlands (TfWM), which is part of the West Midlands Combined Authority (WMCA), will set the fares, timetables and routes of bus services and award contracts to private bus operators to run them. It means the politically accountable Mayor and regional leaders, through TfWM, can design a network which best serves residents and businesses.

The wide-ranging consultation – available on the TfWM website – will outline what franchising entails and ask people, businesses and groups for their views which will then be submitted to the Mayor before a final decision is taken in the spring.

Eight in ten public transport journeys in the West Midlands are by bus – accounting for more than 240 million passenger journeys last year. It is estimated the network contributes £4.4 billion a year to the regional economy (KPMG figure).

The Mayor said: "Buses are the backbone of our transport system, used by thousands of people every week to get to work, school, hospital, to see friends or visit our high streets. They provide an affordable alternative to the car, helping to reduce traffic congestion and pollution while supporting our businesses. But despite getting £50 million a year of public funding the current system is letting people down – they are often unreliable and don't always offer the routes or timetables that people need. That is why I pledged to make the region's buses work for its people and this consultation is a big step towards delivering on that. I want people to give their views and help us shape a new bus network together."

The consultation runs until 30 March 2025.



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