



The Midland Metro Alliance was formed to help transform the West Midlands by delivering the best integrated transport system for the future through a ten-year programme of tram extensions. Midland Metro Alliance, working on behalf of the West Midlands Combined Authority (WMCA), will expand the tram network by approximately 32km to help enable social and economic regeneration across the region.

Who is 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 MMA in July 2016.

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

Centenary Square extension

With secured in place this will be the next phase of works following the extension into Birmingham City Centre which opened in May 2016.

Within Birmingham, the line will continue from Grand Central past Birmingham's Town Hall to Centenary Square. The extension will provide tram stops serving Victoria Square and the Paradise and Arena Central developments.

The 840 metre extension will operate on battery power throughout, and will be the first tramway in the UK to do so. This will removing the need to fix electric wires to buildings along the route, reducing the environmental footprint of the project, and the vertical space below the tracks.

Construction has commenced as of summer 2017 and passenger services are expected to begin in 2019.

Edgbaston extension

Funding has also been secured in principal to further extend the tram from Centenary Square, along Broad Street to Hagley Road in Edgbaston (just west of Five Ways).

This will significantly improve accessibility to the high number of jobs located in the west of the city, and will also enable workers in that area to quickly access the city centre. We will be working with our design partners to improve the streetscape, including by the planting of trees along the route.

The planned extension will be approximately 1.35km long, and along with the Hagley Road terminus will feature intermediate stops at Brindley Place and Five Ways railway station.

Construction in planned for 2019, with the line being open for passenger use in 2021.

Wolverhampton City Centre extension

As part of the Wolverhampton Interchange Project, a 700-metre 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 before continuing to the railway station.

This tram extension programme in the city is part of a collection of investment in excess of £120m.

The projects will jointly deliver over 1,500 jobs and improve transport for the people of Wolverhampton and the Black Country as a whole.

Currently, the required utility diversions are underway. Following this, construction will begin and the extension is planned to be open for passenger use in 2019/2020.

Wednesbury to Brierley Hill

This proposed extension is 11km in length travelling from Wednesbury running via Dudley to Brierley Hill, with around 7km of this route using an abandoned railway corridor.

An important driver for this route is the creation of a link from this part of the Black Country to HS2 and everywhere in between. Vegetation clearance works have recently been undertaken.

The proposed line is planned to open for passenger services in 2023.

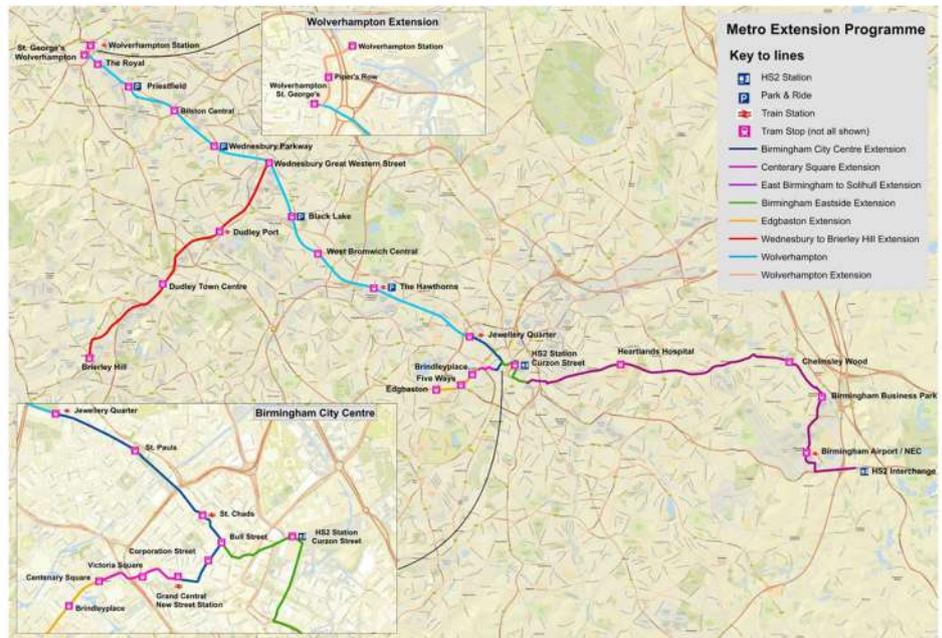
Birmingham Eastside extension

In October 2016, a Transport and Works Act Order application was submitted to extend the tram line to Digbeth and serve the planned HS2 station at Curzon Street. This route would separate from the current one near Bull Street.

A decision on the application is expected in 2018, with the aim that passenger services start in 2023, ahead of the opening of the HS2 station at Curzon Street in 2026.

East Birmingham to Solihull

The final extension planned will see the route to Digbeth extended further eastwards by 16.5km to serve Solihull and terminate at the HS2 Interchange station this would allow passengers access by tram to the airport, National Exhibition Centre and Genting Arena when it opens for passenger service in 2026.



Why not get in touch to find out more about our projects in the West Midlands?

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