

Birmingham Eastside Extension

APP/P1.2

Transport and Works Act 1992

The Transport and Works
(Applications and Objections Procedure)
(England and Wales) Rules 2006

APP/P1.2 Peter Adams Scheme Overview Summary Proof of Evidence



WEST MIDLANDS
COMBINED AUTHORITY

PROOF OF EVIDENCE

Peter Adams

Scheme Overview

Summary

TRANSPORT AND WORKS ACT 1992

**MIDLAND METRO (BIRMINGHAM EASTSIDE EXTENSION) ORDER
INQUIRY**

November 2017

1 Introduction

Qualifications and Experience

- 1.2 My name is Peter David Adams. I am Head of Metro Development for West Midlands Combined Authority (WMCA).
- 1.3 I have managed the development and implementation of Midland Metro extensions since 2004. I was responsible for the delivery of business cases securing funding from the Department for Transport in 2012 for the recently completed Birmingham City Centre Extension (BCCE) and Fleet Replacement Programme, and for the subsequent tender process and award of contracts for infrastructure and new trams. I have been responsible for the bidding and Transport and Works Act Order (TWAO) submission processes for the Centenary Square, Edgbaston and Wolverhampton City Centre extensions.
- 1.4 I have also been responsible for the bidding processes securing funding for the Birmingham Eastside Extension project (BEE).
- 1.5 I lead WMCA's Metro Development Team which is engaged in the development of a number of Midland Metro extension projects in Birmingham and the Black Country, including the BEE, and have overseen the processes leading up to this Public Inquiry.
- 1.6 I am also a member of the Management Team of the Midland Metro Alliance, and in the role of Development Director share the strategic leadership of the Alliance.

2 Strategic Context

- 2.1 The BEE is entirely in line with National, Regional and Local Policies, being specifically supported by the Birmingham Development Plan policy TP41.

3 The Existing Tram System and Eastside's Public Transport Provision

- 3.1 The Midland Metro tram network is a successful, popular and expanding system currently linking Wolverhampton and Birmingham city centres. Funding is in place to continue the momentum of expansion created by the extension in 2016 to Grand Central, which saw an increase in patronage from 5 to 7.5 million passengers per annum. A ten year delivery programme is planned to deliver further extensions to Edgbaston, Wolverhampton Railway Station, Eastside, Brierley Hill and Birmingham Airport.

- 3.2 Public transport penetration into Digbeth is poor, and this has proved a brake on development in this area despite its huge potential for regeneration.
- 3.3 The advent of HS2 with a major terminus station at Curzon Street is a significant opportunity for stimulating growth and regeneration, but without the good public transport connections facilitated by the BEE this will not achieve the full potential of the area.

4 Evolution of the Scheme

- 4.1 The scheme has been the subject of lengthy development and full consideration has been given the views of the public and frontagers through extensive public consultation. The scheme has been significantly amended to take into account the views expressed by objectors and consultees.

5 The Scheme Proposals

- 5.1 The BEE has been developed to address the deficiencies in the Eastside public transport offer. The BEE is a 1.7km extension of the existing Metro network from the BCCE at the junction of Corporation Street and Bull Street to a terminus on High Street Deritend in the vicinity of the junction with Heath Mill Lane.
- 5.2 It will connect HS2 Curzon Street station with the wider Birmingham City Centre area and the Black Country by linking to the expanding Midland Metro network as well as maximising interchange opportunities with the existing railway stations at New Street and Snow Hill. It will also provide for future Midland Metro connections to East Birmingham, linking to Birmingham Airport, Birmingham International and the HS2 Birmingham Interchange.

6 Need for the Scheme and its Benefits

- 6.1 The BEE will stimulate regeneration in Digbeth and provide a vital link to and from the HS2 terminus at Curzon Street. The scheme delivers significant transport benefits and when appraised in accordance with the Department for Transport's assessment methodology delivers a Net Present Value of £77 million with a benefit to cost ratio of 4.8:1, as set out in the Economic Case [BEE/D23/5]. The BEE will help to deliver the benefits envisaged in the Curzon Masterplan for Growth [BEE/E19 - Foreword on page 5]; the full extent of this economic potential, including 36,000 (net) new jobs, 4,000 homes and 600,000 square metres of new employment space, delivering £1.4 billion of economic uplift (as planned through) cannot be delivered without a step change in public transport connectivity.

- 6.2 The BEE will reduce journey times between Eastside and central Birmingham and the Black Country

7 Delivery

- 7.1 Through its Growth Deal 2014 and by letter the Government has committed to fully fund the £137.2 million costs of the scheme.
- 7.2 WMCA has procured the Midland Metro Alliance (MMA) and therefore a strong project team with a co-located team of owner, designer and contractor non-owner participant staff, bringing together world-wide expertise in a truly collaborative environment with the skills and experience necessary stands ready to deliver all aspects of the project. The Midland Metro Alliance has a robust, programme managed, delivery focused organisation in place, supported with the correct resources, skills and leadership.
- 7.3 A "third-generation" tram fleet will be required to be procured to serve the Eastside, Wednesbury to Brierley Hill and East Birmingham Solihull extensions. This procurement is planned as part of the schedule for the project/programme, with tram supply options within an overall contract being timed to supply tested and commissioned trams in time to undertake testing and commissioning of this extension. WMCA will use the "second-generation" tram procurement documentation, incorporating lessons learned from that procurement, to develop the contract, tender documents and specification for the new contract.

8 Support for the Scheme

- 8.1 Support has been received from BCC [SUPP/04], GBSLEP, Irish Centre (SUPP/01), the Friends of Eastside Park (SUPP/02), the Woodman Pub (SUPP/03), Birmingham Airport [SUPP/05] and South and City College [BEE/F4].

9 Statement of Matters

- 9.1 The issues raised in the Secretary of State's Statement of Matters (INQ/3) have been covered within WMCA's witnesses Proofs of Evidence.

10 Response to Objectors

- 10.1 At the time of writing this Proof of Evidence there are 7 objectors to the order remaining. A summary of WMCA's response to their objections is set out in the paragraphs below.

Objection of MD Phoenix Cars (Number OBJ/03)

- 10.2 The BEE project will not prevent the legitimate undertaking of the objector's business operations.

Objection of McDonalds Real Estate, McDonalds Restaurants Ltd and Dean Chapman (Number OBJ/5)

- 10.3 There is a clear justification for the temporary acquisition of and demolition of the property in the public interest to enable the BEE to go ahead and deliver the significant benefits it will provide. WMCA and the objectors have agreed a notice period of 15 months for the acquisition and a legal agreement is close to being finalised with the objectors.

Objection of Martineau Galleries No 1 Ltd, Martineau Galleries No 2 Ltd (Number OBJ/6)

- 10.4 There is a clear justification for the temporary acquisition of and demolition of the property in the public interest to enable the BEE to go ahead and deliver the significant benefits it will provide, and that land which is not permanently required will be returned to the relevant landowner. Mr Fowler presents a plan showing the land permanently required in his Proof of Evidence [APP/P7.1]. WMCA does not seek to affix overhead line equipment to the current NCP car park building but does seek the ability to reduce street clutter at the time of future redevelopment. WMCA is in the process of negotiating an agreement with the objector and BCC covering the acquisition and lease of the land included within the Order.

Objection of Quintain City Park Gate Ltd (Number OBJ/7)

- 10.5 There is a clear justification for the acquisition of the land owned by the objector in the public interest to enable the BEE to go ahead and deliver the significant benefits it will provide. All of the land relating to this objection in the Order is to be acquired either permanently or temporarily by HS2 Ltd. The land included within the Order is required for the BEE route, and for replacement (BEE and HS2) bus stops to provide for high quality, convenient interchange with HS2 for Metro, Sprint and bus services, which is essential to deliver the seamless, integrated journeys for passengers that will help to sustain and deliver enhanced economic growth and regeneration for Birmingham and the West Midlands.

Objection of Instant Cash Loans Ltd (The Money Shop) (Number OBJ/8)

- 10.6 There is a clear justification for the acquisition of and demolition of the property in the public interest to enable the BEE to go ahead and deliver the significant benefits it will provide. WMCA is in the process of negotiating an agreement with the objector to give the maximum time and information on relocation given the level of commitment that it can enter into ahead of the Order being determined and Government funding being confirmed.

Objection of Network Rail (Number OBJ/9)

- 10.7 The construction and operation of the BEE will not affect the safe operation of the railway, and protective provisions for Network Rail are included in the draft Order. A legal agreement is close to being finalised with the objector.

Objection of Hotel LaTour (Number OBJ/12)

- 10.8 The property has recently been sold and WMCA is in discussions with the new owners over the matters of concern. WMCA has changed its proposals adjacent to the Hotel prior to the submission of the Order application to minimise impact, relocating the essential bus interchange as far away as possible and including landscaping and screening. Necessary car parking for the Hotel will not be affected by the BEE, although, as noted in the evidence of Mr Mellor [APP/P4.1], the hotel's transport assessment accompanying the application for planning permission showed that no car parking was required.

11 Conclusion

- 11.1 The need for the land and rights proposed to be acquired has been fully justified.

Funding is available and the project is ready to proceed and I urge the Inspector to recommend the powers applied for.