



**WEST MIDLANDS**  
COMBINED AUTHORITY

## Board Meeting

<b>Date</b>	30 September 2016
<b>Report title</b>	Midland Metro - Birmingham Eastside Extension
<b>Cabinet Member Portfolio Lead</b>	Councillor Roger Lawrence – Transport
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<b>Report to be/has been considered by</b>	Strategic Transport Officers Group WMCA Programme Board Cllr Worrall – Chair, Transport Delivery Committee Cllr Horton – Lead Member Rail & Metro

### Recommendation(s) for action or decision:

#### The Combined Authority Board is recommended to:

- I. approve the submission by the WMCA to the Secretary of State for Transport of an application for The Midland Metro (Birmingham Eastside Extension) Order. (“the Order”) and;
- II. approve the delegation of powers from the WMCA to the Metro Programme Director to:-
  - a. finalise the various application documents for the Order;

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- b. progress negotiations with any affected parties or objectors to the Order with the aim of avoiding, or securing the withdrawal of, any objections to the Order;
- c. Comply and deal with any public local inquiry processes and procedures arising or resulting from the submission of the application for the Order;
- d. Progress negotiations with any landowners and leaseholders and make necessary arrangements to acquire the land within the proposed Order, conditional on the basis the Order will be made; and
- e. Place orders to appoint the Midland Metro Alliance, other consultants, legal advisors and others as necessary to undertake further design development work on the scheme and support the ongoing statutory process, in line with any existing agreements and in compliance with internal governance requirements and procurement best practice and in consultation with Head of Governance where appropriate.

- III. Approve the delegation of powers from the WMCA to the Head of Governance or her nominated representative to negotiate, agree, enter into, execute and serve (where appropriate) all relevant legal agreements, notices and other documentation necessary to facilitate and underpin the Order.

**1.0 Purpose**

- 1.1. To seek approval under the provisions of section 239 of the Local Government Act 1972 (which applies in this case by virtue of section 20 of the Transport and Works Act 1992) for WMCA to submit an application for The Midland Metro (Birmingham Eastside Extension) Order to the Secretary of State for Transport under the Transport and Works Act 1992 and to approve delegations from WMCA to the TfWM Leadership Team to progress the Birmingham Eastside Extension project through the statutory process within the overall budget envelope set out in this report.

**2.0 Impact on the Delivery of the Strategic Transport Plan**

- 2.1 Expansion of Midland Metro, as set out in this report, is an important element in the development of the Strategic Transport Plan's Metropolitan Rail and Rapid Transit Network.

**3.0 Wider WMCA Transport Implications**

- 3.1 This Midland Metro extension, as part of an integrated Rail and Rapid Transit Network, will enable better connectivity of central Birmingham, HS2 and key centres and corridors in Birmingham and the Black Country with the wider Combined Authority area. This is through effective interchange with suburban and regional rail services in

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Birmingham city centre. There are currently no proposals in the wider Combined Authority geography beyond the area covered by Transport for West Midlands for Metro schemes.

**4.0 Background**

- 4.1 The application for powers to construct the extension represents a significant milestone for the Birmingham Eastside Extension project, and this report seeks approval to submit a TWAO application for that project. This submission is a key deliverable to Government in the region's HS2 Growth Strategy Implementation Plan.
- 4.2 The 2014 GBS LEP Growth Deal and the WMCA Devolution Deal included funding of £137.2m for a Metro extension from BCCE to Eastside, the Birmingham Eastside Extension (BEE), serving the proposed HS2 Curzon Station and onwards to Digbeth. The extension will provide direct access to a number of significant development opportunities in this part of Birmingham City Centre. A plan showing the proposed alignment and new stops in their relationship to the BCCE powers is shown in Appendix 1.
- 4.3 Formal application is now proposed to be made to the Secretary of State for Transport for an Order [the "Midland Metro (Birmingham Eastside Extension) Order"] under the Transport and Works Act 1992 to construct and operate the Birmingham Eastside Extension to the Metro system. This will also provide for powers of compulsory acquisition for the purposes of the scheme and include protective provisions for specified bodies.

**Aims of the project**

- 4.4 The aims of the BEE support both national and local policies for growth and investment and are enumerated below; each is followed by information on how the BEE will achieve them:
- 4.5 The BEE will connect HS2 Curzon Street Station with the wider Birmingham City Centre area and the Black Country, linking to the expanding Midland Metro network. It will maximise interchange opportunities with the existing railway stations at New Street and Snow Hill, whilst minimising impacts to other road users and in particular local bus services. It will also provide for future Midland Metro connections to East Birmingham, linking to Birmingham Airport/Birmingham International/HS2 Birmingham Interchange.
- 4.6 The BEE will provide significant economic benefits, helping to improve business efficiency in the area and to unlock Birmingham's growth potential by increasing jobs and deepening labour pools. It will avoid impact on freight movements in the West Midlands.
- 4.7 The BEE will link key developments in Eastside and Digbeth with the Birmingham City Centre Core and the wider region, facilitating the

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growth proposed in Birmingham's Development Plan, Big City Plan and Birmingham Curzon HS2 Masterplan. It will encourage interaction between Birmingham businesses and stimulate growth, providing new and improved public transport links for Eastside and Digbeth enabling businesses to access important national and international markets, supporting growth within the Enterprise Zone and reinforcing the economic momentum of the area. It will reduce journey times between Eastside and central Birmingham and the Black Country and will provide opportunities for modal shift to Midland Metro from private cars helping to reduce congestion and bringing opportunities for improving walking and cycling.

- 4.8 The BEE will provide high quality public transport links with key population, education and employment centres in the city and wider region in order to open up access to the jobs created in the City Centre Enterprise Zone.

**Description of the route**

- 4.9 The route commences at the junction of Bull Street and Corporation Street and runs along Lower Bull Street past the southern edge of the proposed Martineau Galleries re-development to Albert Street. It then crosses Moor Street Queensway towards Curzon Street and continues southwards along New Canal Street before running onto Meriden Street and turning left onto High Street Digbeth.



Figure 1 Photomontage of tram on Eastside promenade

- 4.10 There will be four stops on the route. A stop in Albert Street will serve the proposed Martineau Galleries Phase 2 development and the HS2 Curzon Street Station West Entrance. A stop on New Canal Street is proposed underneath the HS2 Curzon Street station serving Eastside and the HS2 East Entrance. The third, on Meriden Street, will serve the heart of the Digbeth area and the proposed development at Typhoo

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Wharf. The terminus stop on High Street Digbeth, close to the junction with Milk Street, will serve Birmingham Coach Station, South and City College and the Custard Factory.

**Operational Issues**

- 4.11 The extension to Eastside will take Metro forward into a network operating mode, rather than the current single line operation. Termini at Wolverhampton, Edgbaston and Eastside will all need to be served and interconnected via appropriate connecting services, with easy interchange between them.
- 4.12 The current proposal is to retain a 6-minute frequency of service, with departures from each terminus alternating between destinations, e.g. the first tram from Edgbaston will leave for Wolverhampton, the second for Eastside, and so on. Interchange between services will be provided by timetabling interconnecting services at Bull Street, Albert Street and Corporation Street to minimise waiting times for connecting services. This will be coupled with clear customer information about destinations and interchange options.
- 4.13 The infrastructure proposed within the extension in terms of turnbacks, and platform locations has been agreed as appropriate with the current Midland Metro operator National Express.

**Programme**

- 4.14 The programme for delivery will be subject to the timescales and outcome of the statutory process associated with the TWAO and to securing funding approval from the DfT.
- 4.15 The TWAO application is ready to submit to the DfT, subject to WMCA approval. Assuming that objections to the Order are received it is likely that a local public inquiry will be held in spring 2017 (timing subject to the statutory process) and, subject to a satisfactory outcome, the Order would be expected to come into force in spring 2018 (depending on DfT timescales and resources). This would enable submission of a Final Business Case to Government in summer 2018. Advanced utility diversions would then be able to commence following funding approval in early 2019, with opening to public service in 2023.

**Future Extensions**

- 4.16 This extension would facilitate later extensions eastward through East Birmingham to Birmingham Interchange as anticipated in the West Midlands Devolution Deal and southwards from Birmingham City Centre as indicated in the City Council's Smithfield Masterplan document. Other connections could be made at Moor Street Queensway in future if other routes to the north or south come forward.

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**Dialogue with Stakeholders**

4.17 There has been considerable and continuing dialogue with stakeholders along the route, including both statutory (the relevant groups as stated in Schedules 5 and 6 of the Transport and Works (Applications and Objections procedure)(England and Wales) Rules 2006) and non-statutory groups. This has resulted in reasonable modification to the proposals to meet concerns raised where possible without compromising the benefits of the project.

4.18 In summary this has involved the following:-

- Considerable detailed work with HS2 Ltd and Birmingham City Council (BCC) on the arrangements for the stop on New Canal Street underneath the HS2 Curzon Street Station, resulting in an agreed alignment design enhancing the interchange opportunities and pedestrian experience in this important link between Eastside and Digbeth;
- Similar detailed work has been undertaken with the owners of the Martineau Galleries site and the City Council over the design of the Albert Street stop.
- Discussion with BCC and landowners regarding the stop and the location of a substation at Meriden Street.
- Meetings with Hotel LaTour in relation to the design of the route adjacent to the hotel and the proposed bus interchange and public realm in this location.
- Dialogue with other significant landowners, including the owners of land at Meriden Street/Digbeth High Street and the owners of Kings Parade regarding the acquisition and/or use of their land.
- Consultation with National Express in relation to bus services.

**Consultation**

4.19 There have been three formal public consultation exercises on the BEE scheme; these built on a previous lengthy history of development of a Metro route from the centre of Birmingham eastwards towards the Airport.

4.20 In February/March 2014 a consultation was held into options for the route between Bull Street and New Canal Street. Over 90% of respondents supported the scheme and the majority supported the route option as proposed in the TWAO application through Albert Street, over the alternative route along Carr's Lane.

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- 4.21 In October 2014 a further consultation was held into options for the remainder of the route between New Canal Street and Adderley Street. 94% of respondents stated their support for BEE in general, and the route option now within the TWAO application running to Digbeth High Street was strongly favoured over the alternative along Fazeley Street.
- 4.22 A pre-TWAO submission consultation was undertaken in April/May 2016 in which again over 90% of respondents supported the scheme.

**Impacts and Benefits**

- 4.23 An assessment of the likely impacts of the scheme both during construction and operation has been undertaken and mitigation measures identified as part of the Environmental Statement (ES) which forms part of the TWAO application. The ES submitted with the application will include a full assessment of the scheme impacts both during construction and when in operation, and show how any negative impacts will be mitigated. The major likely impacts with an adverse effect currently identified are as follows:-
- Land Use – the scheme will demolish properties at Kings Parade and on the junction of Meriden Street and High Street Digbeth, and take land near the Meriden Street stop and for the substation on Meriden Street. This is mitigated through the delivery of an enhanced developed environment through comprehensive redevelopment of the surrounding area, including the land which these plots form part of, stimulated by the project as part of the HS2 Curzon Masterplan proposals.
  - Traffic and Transport – there will be adverse short term impacts on a limited number of local junctions due to the cumulative impact of the developments proposed in the area. However there are beneficial impacts on other streets in the area where traffic flows will be reduced.
  - Noise and Vibration - During construction, without the implementation of mitigation, there are likely to be some temporary significant adverse effects along the BEE route in some locations. These significant effects would be associated with the excavation of the roadway, track installation and road surface works. It is anticipated that with the commitment to the Code of Construction Practice (CoCP), which will contain measures to reduce noise such as limiting normal working hours and optimum use of construction equipment, the number of significantly affected receptors can be reduced.
  - Air quality - some construction activities are likely to generate dust which has the potential to cause annoyance (e.g. discolouration of surfaces) at nearby locations if

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uncontrolled. However, with the incorporation of good construction practices as outlined within the CoCP, no significant temporary air quality effects are expected to occur during construction of the BEE.

- Greenhouse Gases - The potential impact of the BEE on greenhouse gases (GHG) emissions will occur through the use of construction materials building the BEE, through energy use when the BEE is operational and through subsequent changes to other methods of transport when the BEE is operational. There are six main GHG: carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, perfluorocarbons, hydrofluorocarbons and sulphur hexafluoride. Any GHG emissions from the BEE will primarily relate to CO<sub>2</sub>. The construction activities will lead to emissions of GHG, however, the CoCP will include a number of measures that will minimise the emissions from construction plant and construction traffic as far as possible. Some of the measures included will also take into account possible reuse of construction materials, thereby further reducing potential emissions.
- Townscape - During the construction phase there will be temporary moderate adverse significant effects on the City Core Townscape Character Area (TCA) and the Digbeth TCA but these effects will affect a relatively small proportion of the overall TCA. The construction activities associated with the HS2 Curzon Street Station development will temporarily reduce the sensitivity of the Eastside TCA and consequently the BEE will result in a temporary minor adverse non-significant effect. In the operation phase of the BEE, the introduction of a high quality and consistent approach to paving and street furniture and a reduction in street clutter will enhance townscape character and therefore result in a permanent minor beneficial effect on the City Core TCA and Digbeth TCA. The loss of some trees, the introduction of trams and the increased presence of buses in the Eastside TCA will result in a permanent minor adverse effect on the Eastside TCA. Neither of these impacts is considered to be significant.
- Visual Amenity - It is predicted that the BEE will result in temporary significant adverse effects on some visual receptors during construction: pedestrians and users of Bull Street shops and restaurants, guests at Hotel LaTour and residents along New Canal Street. There will also be significant adverse temporary visual effects from New Canal Street (within Warwick Bar (Bordesley) Conservation Area) and looking east and west from Digbeth, Deritend and Bordesley High Streets Conservation Area.

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- Historic Environment - It is anticipated that temporary construction activities close to the fronts of the listed and the locally listed buildings within both the Warwick Bar and the Digbeth/Deritend Conservation Areas will have a likely significant adverse effect upon their late Victorian/Edwardian industrial setting. During the course of construction it is anticipated that there could be significant adverse effects on the buried archaeology in the area. Specifically, in the burial ground at Park Street Gardens and St John's Chapel on High Street Deritend. However, the exact impact will not be known until additional archaeological surveys are carried out prior to construction. The draft TWAO makes provision for controls on the excavations of buried remains.
- Land Drainage and Water Resources - The potential land drainage construction impacts include localised flooding due to over discharge of construction surface water runoff; accidental spillage or leakage of pollution substances into the sewers or drains. The potential operational impacts include increased surface water flood risk around Park Street Gardens due to an increase in paved area associated with the BEE route crossing the parkland. Appropriate mitigation measures include implementing good site practices during construction and scheduled monitoring and cleaning of sewers and drains to avoid the build-up of silt during the operational stage. Subject to these mitigation measures, the significance of the impacts to land drainage in the vicinity of the BEE will be reduced to be not significant. The potential construction impacts on the River Rea are localised flooding due to siltation and accidental spillage or leakage of polluting substances. The Digbeth Branch Canal is located a sufficient enough distance that it is not expected that the BEE would cause any significant effect on this watercourse. The potential construction impacts on ground water include potential discharge of contaminated surface water directly to the ground with polluting substances or surface water containing increased loads of suspended solids. During the construction stage, mitigation measures including a sedimentation tank used to remove sediments from the construction works runoff, will reduce likely significant effects to surface watercourses and ground water to not significant.
- Open space – the route of the BEE passes over land owned by Birmingham City Council at Eastside City Park which is classified as 'open space'. The TWAO application seeks powers of compulsory acquisition over part of this land. The land is due to be redeveloped as part of the HS2 Curzon Street Station proposals and is not expected to remain as open space. Discussions are currently taking place with Birmingham City Council and HS2 Limited to secure the grant of the necessary interests or rights over this land

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which, if granted, will mean that compulsory acquisition powers do not need to be pursued.

- 4.24 The primary benefits of the BEE route are:
- 4.25 *Transport* - provision of a direct high quality link serving the significant areas of commercial and leisure activity to the east of the city centre. Enhanced rail interchange with easy efficient access to Snow Hill, Moor Street and New Street stations, as well as access to the proposed HS2 Curzon Street station and Birmingham Coach Station and to bus routes to the south east of the city centre. There will also be a direct east to west Metro route across the city centre to Edgbaston via the planned extensions to the west.
- 4.26 *Economic* - provision of public transport to and within the Birmingham City Centre Enterprise Zone, attracting employees from a wider radius and opening this area up to more people. The impacts will also be spread to a much wider catchment bringing improved connectivity between Eastside/Digbeth and the City Core, the Jewellery Quarter and the Black Country not only improving access for existing business travellers and commuters but also provide easier access to jobs for unemployed people as well as further encouraging tourism and leisure travel. In addition, it would support spreading economic benefits from HS2 and local developments, as well as increase economic opportunities across the metropolitan area.
- 4.27 *Social* - Whilst all users of Midland Metro will benefit from the extension, the scheme will also benefit specific social groups - young, elderly as well as providing a link to the area from areas along Line 1 which are some of the most deprived in the country. Encouraging modal switch away from car, which coupled with an increase in active modes such as walking or cycling to access bus, tram or train will result in public health benefits.
- 4.28 *Environmental* - The Midland Metro extension will create an environmentally sustainable route between the city centre and Eastside/Digbeth, since the Metro is powered by electricity, meaning that there are no direct emissions from vehicles. With respect to the urban environment Midland Metro provides the opportunity for an integrated approach to improve the streetscape and will complement the Curzon Masterplan proposals for the redevelopment of Digbeth
- 4.29 The overall scheme benefits have been assessed and a DfT Webtag compliant analysis has been undertaken, showing the following economic benefits:-
- Present Value of Benefits £136.8m (PV, 2010)
  - Present Value of Costs £74.5m (PV, 2010)
  - Net Present Value £62.2m (PV, 2010)

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- Benefit:Cost Ratio 1.8:1

4.30 The above takes no account of the wider economic benefits associated with the project, which include the regeneration impacts and resulting business and economic growth arising from the scheme. New guidance is in preparation by DfT and DCLG on the methodology for capturing such benefits, which should enhance the economic case set out above.

4.31 The benefits of the scheme have been sufficient to enable DCLG and DfT to commit £137.2m of funding for its development and construction.

### **Scheme Revenues**

4.32 The business case work has reviewed the forecast increases in operational costs and revenues. The scheme is forecast to generate a net annual revenue surplus rising from £1m in year one to £5m in year five after opening.

### **Procurement**

4.33 The design and construction of the project going forward will be via the Midland Metro Alliance. Advance utility diversions will be ordered via the relevant utility company but will be managed and co-ordinated by Midland Metro Alliance.

4.34 Seven new trams will be required to operate the extension; these can be accommodated at Wednesbury Depot. These will be procured as part of a network wide “3rd Generation” New Tram Fleet procurement that will be designed to procure trams meeting the current specification in option batches to match the planned network expansion programme serving all the planned metro extensions, with flexibility for potential future expansion.

### **Costs**

4.35 A number of changes have occurred in the scheme development since the original funding envelope was determined. These include increases in the costs of trams due to recent exchange rate fluctuations (a euro rate of 1.10 has been assumed), decrease in land acquisition requirements and costs, and a change to the terminus from Adderley Street to Digbeth High Street, the former now being included within the later East Birmingham to Solihull extension.

4.36 The changes outlined in 3.34 above balance each other out and the current estimated outturn cost remains at £137.2m. This is further detailed in Table 1 below.

### **Table 1 Current Estimated Scheme Cost**

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Scheme element	Preparatory/ Advanced Works Costs	Base Scheme Costs	QRA	Total
Metro	8.4	89.5	9.7	107.7
Trams	0.0	29.5	0.0	29.5
<b>Total</b>	<b>8.4</b>	<b>119.1</b>	<b>9.7</b>	<b>137.2</b>

- 4.37 This may be affected by agreement on construction programming still to be reached with HS2. Clearly the outcome of the statutory process may also impact on the costs, and the design development, construction planning/streamlining and value engineering process within the Midland Metro Alliance to develop a target price needs to take place before final cost figures can be determined.
- 4.38 At this stage of scheme development where many detailed matters remain to be finalised it is appropriate to take a prudent view of cost and risk exposure for the WMCA to develop a costs envelope suitable for funding in the WMCA programme context. This is done through adding an “Optimism Bias” (OB) to cost and risk estimates to arrive at a Quantified Cost Estimate (QCE). At this stage of scheme development an OB level of 20% is adopted, with 6% applied to trams (being an “off-the shelf” market supplied standard product).
- 4.39 Application of these levels of Optimism Bias would indicate a maximum cost exposure of £158.8m. These figures have been taken into account in the economic assessment reported in paragraph 4.29 above.

### Funding

- 4.40 As stated earlier in the report Government, funding of £137.2m has been allocated through Growth Deal 2014 and the Devolution Deal. Of this £5.5m has been already been provided to WMCA in advance to enable progress through the TWAO stage. Should any further costs emerge they must be found locally in accordance with normal Government funding principles, although it should be noted that even if the full £21.6m needed to be found locally the Government funding would still form some 86% of the total scheme cost.
- 4.41 There are several viable options/potential routes to providing such a local contribution if required, including; the use of funding from other WMCA programme projects that might not be able to go ahead; programme float; value engineering, developer or Enterprise Zone contributions and prudential borrowing. Where the WMCA prudentially borrows it is important to set out the implications of that borrowing on the Authority through increased debt charges. Under the funding

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scenario in 4.39 above, the impact of the borrowing on the Authority of £21.6m would result in an £1.1m annuity loan payment over 40 years, 0.9% impact on the annual levy.

- 4.42 The above borrowing can be sustained by the net revenues forecast in the business case as set out in paragraph 4.32.

**Worst Case Impact on the Levy**

- 4.43 Net revenues of £5m from the extension are expected to underpin the borrowing requirements, which can be used to offset the impact on the levy. Should the net revenues not cover this then the Authority will need to consider how it will meet that cost through its budget. The annual impact of the financing costs on the Levy would be £1.1m as detailed in section 4.41.

**The Order**

- 4.44 The Midland Metro (Birmingham Eastside Extension) Order, if made, would confer powers on the Authority for the construction and operation of a new tramway in the City of Birmingham as an extension to the existing Midland Metro tramway system as described in this report. It would also authorise the compulsory acquisition of areas of land required to facilitate the construction of the route, and provide outline planning consent.
- 4.45 The Midland Metro Alliance has reviewed the land requirements within the draft Order application and is content that sufficient land is included to construct and operate the project.
- 4.46 Members are recommended to approve the submission by WMCA of the application to the Secretary of State for Transport for the Order to be made under the Transport and Works Act 1992. The powers in the Order will be substantially based on the Works and Land Plans and the TWA Order, drafts are presented in Appendices 2 and 3.

**Delegations to Officers**

- 4.47 In order to manage business effectively and efficiently WMCA is recommended to delegate its powers in respect of this project to

4.47.1 the Metro Programme Director to:-

- i. finalise the various application documents for the Order
- ii. progress negotiations with any affected parties or objectors to the Order with the aim of avoiding, or securing the withdrawal of, any objections to the Order,
- iii. Comply and deal with any public local inquiry processes and procedures arising or resulting from the submission of the application for the Order.

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- iv. Progress negotiations with any landowners and leaseholders and make necessary arrangements to acquire the land within the proposed Order, conditional on the basis the Order will be made, and
- v. Place orders to appoint the Midland Metro Alliance, other consultants, legal advisors and others as necessary to undertake further design development work on the scheme and support the ongoing statutory process, in line with any existing agreements and in compliance with internal governance requirements and procurement best practice and in consultation with Head of Governance where appropriate.

4.47.2 the Head of Governance or her nominated representative to negotiate, agree, enter into , execute and serve (where appropriate) all relevant legal agreements, notices and other documentation necessary to facilitate and underpin The Order and any other existing Order referred to in this report.

4.48 The next steps in development of the project are funded from the £5.5m of advance funding provided for the project as set out in paragraph 4.40. Following this approval by WMCA to proceed to the next stage this project will be managed by Transport Delivery Committee under its approved delegated powers.

## **5.0 Legal Comments**

5.1 The WMCA has power to apply for a TWA Order by virtue of section 20 of the Transport and Works Act 1992. Subsection (2) of section 20 provides that the power to make a TWA application is subject to the same conditions (if any) that apply to the applicant when promoting a Bill in Parliament.

5.2 The WMCA has powers to promote Bills in Parliament under section 10 of the Transport Act 1968 (as amended) and section 239 of the Local Government Act 1972 (as amended).

5.3 In order to comply with the conditions that apply to the exercise of the power in the LGA 1972, special notice of this meeting and its purpose has been given in accordance with section 239 . If the WMCA approves the submission of the TWA application, it will also be required by the LGA 1972 to decide, at a subsequent meeting whether to confirm this.

## **6.0 Equalities Implications**

6.1 The extensions of Midland Metro will facilitate fully accessible journeys and access to employment, leisure, education and link to other transport modes.

## **7.0 Schedule of background papers**

7.1 Report to WMITA 27 January 2016 Metro Programme.