

Midland Metro Alliance

Client:	Colas Rail
Location:	West Midlands
Value:	£1.3bn over the next ten years for overall framework (entire alliance)
Duration:	10 Years

Transforming the West Midlands by delivering the best integrated transport system for the future

Alliance Partners are:...

- West Midlands Combined Authority
- Design consortium of Egis, Tony Gee and Pell Frischmann
- Colas Rail, (supported by their sub-alliance partners Colas Limited, Barhale, Bouygues UK and Auctus Management Group)



Purpose of the Alliance...

The Midland Metro Alliance is a team of planning, design and construction specialists responsible for building a number of new tram extensions over the coming decade, on behalf of the West Midlands Combined Authority. These exciting extensions will help deliver a lasting legacy, aiding social and economic regeneration across the region.

Individual Projects:...

There are a total of six projects that form the work of the alliance, specifically Wolverhampton Interchange, Wednesbury to Brierley Hill, Birmingham Eastside, East Birmingham to Solihull, Birmingham to Centenary Square and Centenary Square to Edgbaston. These projects form a significant part of the 'Movement for Growth' strategy through which Transport for West Midlands will work to limit the effects of congestion, by improving the availability of modes other than the private car.

The utility diversion works have started on both the Wolverhampton City Centre extension and the Centenary Square extension, with construction due to begin later this year. The tram line extensions will be complemented by a range of infrastructure works to ensure that infrastructure such as depots and signalling are able to maintain the extended tram network across the region.

Building on lessons from past projects and best practice from across the world, Midland Metro Alliance has goals, which will ensure the ten-year plan will only be successfully delivered if all parties work together to give the best outcome for the travelling public and the local economy.

Phil Hewitt, Midland Metro programme Director at Transport for West Midlands (TfWM), explained why the alliance concept was chosen:

"The development of tram systems can be considered as high risk because not only do they tend to have a very high public profile, there are also lots of unknowns when working on urban streets. For smaller schemes, the profitability can be relatively low and thus commercially unattractive under normal contractual arrangements." "In addition, there is a danger of losing expertise on completion of smaller schemes and therefore we felt that a move towards an approach that allows for a more strategic and continuous development of both skills and resources would be beneficial. This way, each scheme can build on the experience of the last so that there is always continuous improvement in techniques and performance."