

Making Tracks – Light Rail in England and France

Amendments and corrections

Following correspondence in 2002 with CENTRO regarding the Midland Metro system, some amendments and corrections are appropriate.

1. Table 2 on page 22 contains missing figures for the Midland Metro. Figures subsequently supplied by CENTRO are included below

SYSTEM	LINE/EXTENSION	YEAR OPEN	LENGTH (KM)	CAPITAL COST £m	CAPITAL COST £m PER KM
Midland metro	Initial system	1999	20.4	145	7.1
	City centre extension	Planned 2008	3.2	51	15.9
	Wednesbury to Brierley Hill	Planned 2008	11.2	115	10.3

2. Table 4 on page 30 gives information about the Section 56 Grant process. However, a new form of appraisal, NATA, had already replaced the S56 process, and this should have been made clear. However, the S56 process was relevant to the schemes included in the study.

3. Paragraph 6.3.3 (p42) says that the Midland Metro gained Parliamentary approval in 1991. This should have read 1989.

It also says (p43) that Line 1 was targeted to open in 1994. This apparently was not the case.

The tenderer's quoted contribution of £10m was actually £11.4m (as correctly quoted in the table on p54).

The view that "the history of Midland Metro is characterised by delay, indecision, and penny-pinching attitudes on the part of public sector", would perhaps have been more appropriate as a comment on light rail procurement in England more generally, rather than being targeted specifically at CENTRO.

4. Paragraph 6.3.4 includes the word "aesthetics" in the heading, but there is no mention of measures taken with Midland Metro to provide hard and soft landscaping. However, there is a photo of public art on an overbridge.

5. The table on page 57 says the Midland Metro has a small Park and Ride facility at one intermediate stop. CENTRO pointed out in September 2002 that there were 4 sites with a total of 450 spaces. The extra 3 may have been provided after the research for the report was undertaken.