

TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2000

MIDLAND METRO (WEDNESBURY TO BRIERLEY HILL AND MISCELLANEOUS AMENDMENTS) ORDER

APPLICANTS' STATEMENT OF FUNDING

CAPITAL EXPENDITURE

The West Midlands Passenger Transport Executive will fund the cost of implementing the proposed Order, including any blight expenditure which might arise, through the West Midlands Passenger Transport Authority Capital Programme. Provision has also been made in the West Midlands Passenger Transport Authority Capital Programme to support the project through the Transport and Works Act 1992 procedures to the point of the First Secretary of State and Deputy Prime Minister's decision.

Funding to implement the scheme is being sought from Central Government in accordance with Guidance on Local Transport Plans (LTPs). In June 2000, Centro submitted an Initial Outline Business Case (IOBC) to Government. The objective of this document was to demonstrate that the evaluation of the Wednesbury to Brierley Hill route has been carried out in accordance with the evaluation methods specified by the Government and that the evaluation demonstrates that the Wednesbury to Brierley Hill route is a robust project that meets all the criteria required for implementation.

The Government formally responded to the IOBC on the 12th December 2000 stating that it was satisfied that:

1. the evaluation appraisal had been carried out in accordance with the requirements set out in Guidance on Local Transport Plans, and
2. the scheme passes the Government's economic appraisal tests which are used to decide whether a project is eligible for funding.

Additionally, funding has already been and will continue to be sought from several sources including contributions from private sector interests (including the value of the concession for operating the expanded network and contributions from developers along the route in recognition of the value of the scheme to those parties) as well as funds from the West Midlands Passenger Transport Authority, Dudley Metropolitan Borough Council, Sandwell Metropolitan Borough Council and Chelsfield PLC in proportions yet to be determined.

In due course, tenders will be sought from consortia interested in operating a concession for the proposed extensions of Midland Metro Line 1.

BLIGHT EXPENDITURE

Blight expenditure is anticipated to arise as a consequence of this application and such costs will be met from provisions made in the West Midlands Passenger Transport Authority's Capital Programme