

**TRANSPORT AND WORKS ACT 1992**

**THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS  
PROCEDURE) (ENGLAND AND WALES) RULES 2006**

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**THE MIDLAND METRO (NO. 1) ORDER**

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**Statement of Aims**

This statement explains the aims of the proposal to which the draft Order relates, as required by Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

The application for the Order is made by the West Midlands Passenger Transport Executive (Centro). The purpose of the Order is to modify the statutory regime governing the operation of the Midland Metro light rail system.

Centro intend to acquire a new fleet of trams to replace the existing fleet. The aim of the proposal to which this Order relates is to ensure that Centro can operate this new fleet without being in breach of the Act of Parliament which authorised construction and operation of the Midland Metro; the Midland Metro Act 1989 (“the 1989 Act”).

Under section 9(1) of the 1989 Act the tramways are required to be laid and maintained so that there is a minimum distance of 380 mm between the sides of the widest carriages used on the tramways when passing each other. This requirement is based on historic requirements for trams that have now been superseded by more modern guidance. The current guidance from the Office of Rail Regulation (ORR) stipulates that the minimum distance between tram DKE (Developed Kinematic Envelope – a measurement that includes an allowance for track tolerances and for lateral movement of the tram as it passes along the track) should not be less than 100mm.

In order to accommodate a greater number of passengers, the new trams will be longer than the existing trams. As the trams go around a curve, the tram body is displaced laterally from the track centreline. Because the new trams are longer, this displacement will be greater than for the existing trams. There is therefore a possibility that spacing between trams will be less than the 380mm stipulated in the 1989 Act. However, the new trams will at all times meet the requirements of the new guidance set by the ORR.

The removal of the restriction on spacing between trams as proposed in the draft Order will eliminate the risk of the new trams being in breach of the 1989 Act.