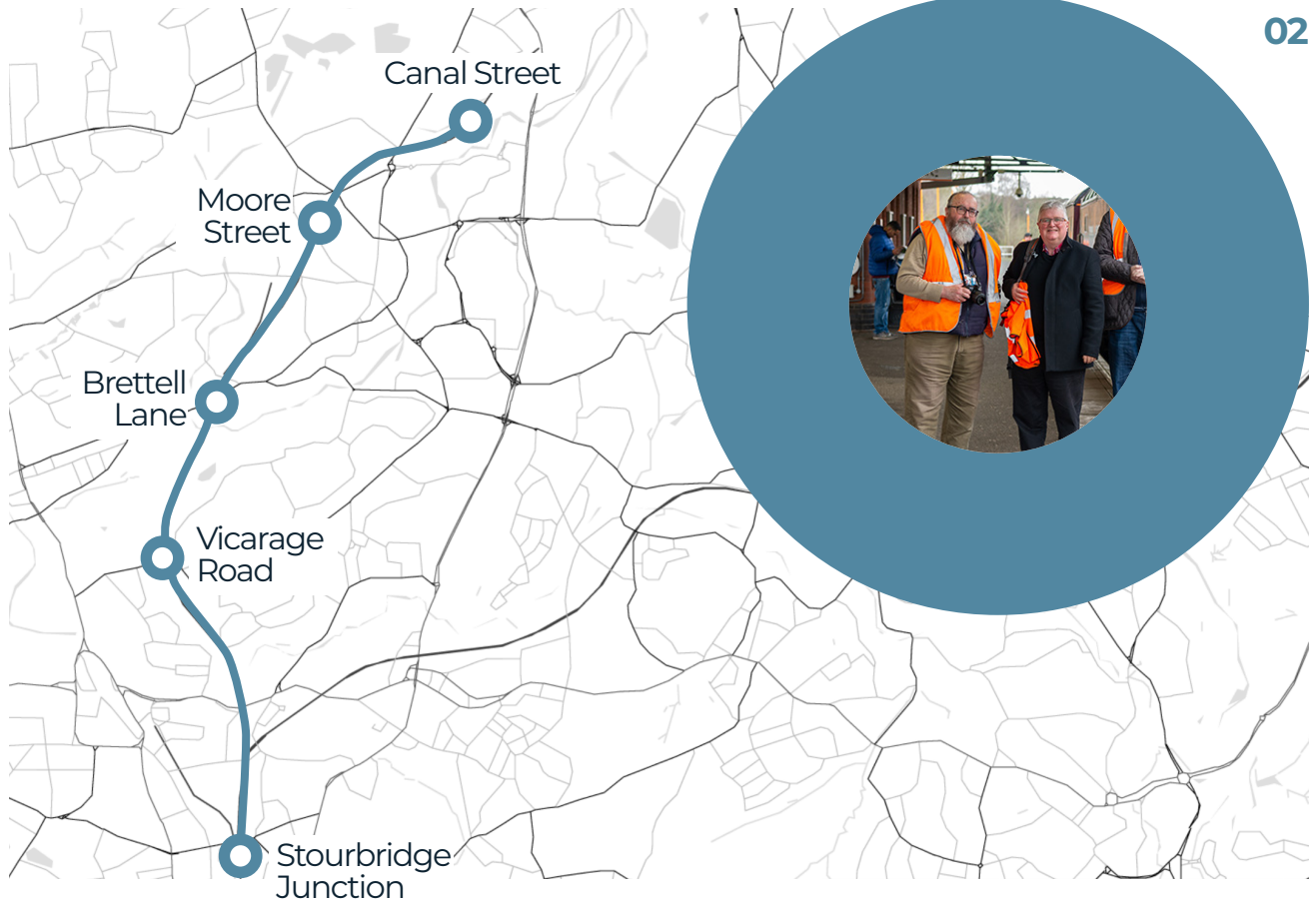


# Stourbridge's Bigger Picture **beyond 2026**

A framework for local railway support and the development; and a clear, strategic vision for regional VLR service provision.



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# Pre Metro Chairman's Executive Summary

## **Our Vision For Growth and Innovation in Stourbridge and the Black Country.**

Stourbridge's rich railway history stands as a testament to innovation, from the town's early manufacturing triumphs with the Stourbridge Lion locomotive to the unassuming heroics of our everyday Shuttle service. This town has always promoted and pioneered innovation within the rail industry.

Over the years, we've learnt how essential public transport connectivity truly is to support fiscal and social equality for all citizens within the West Midlands; providing access to jobs, supporting local businesses, and ensuring people can get to where they need to go without needing to rely on personal vehicles – an ever relevant issue as we transition towards greener alternatives.

During my years at Midland Metro, I came to realise that whilst Light Rail was ideal to serve heavily patronised corridors, there was also a place for a third member of the railway family, Very Light Rail, a significantly cheaper alternative, to act as a feeder to both heavy and light rail systems

Our pride and joy, the Stourbridge Shuttle, has welcomed 7 million passengers through its doors, a testament to the affordability and manifold benefits of integrating a convenient light rail solution into our daily lives.

This is our Bigger Picture strategy for Stourbridge – a transport tapestry woven with our aspirations to expand operational capacity, propelling the growth of Dudley's transport landscape in an easy and accessible way. This strategy provides a robust framework for local railway development within Dudley, laying out a clear and strategic vision for the establishment of a regional Very Light Rail service between Stourbridge and Brierley Hill.

It's a continuation of our triumphs with the Stourbridge Shuttle; an open invitation to our community, stakeholders, and local government partners to embark on this transformative journey. Together, we aim to forge improved connectivity, foster socio-economic growth, and create a brighter transport future for our region and its residents.



**Geoff Lusher**  
Chairman at Pre Metro

## Pre Metro's Commitment to Excellence and Expansion

**For over a decade, Pre Metro Operations Ltd (PMOL) has stood as the unrivalled gold standard in railway operations across the West Midlands. Our distinguished record sets us apart, consistently overshadowing other UK Train Operating Companies with an extraordinary 99.6% average reliability over the past 5 years alone.**

Operating a robust 1370 services every week, our flagship Stourbridge Shuttle is renowned for providing invaluable connectivity to our local community and supporting seamless multimodal journeys. With each journey, we're ensuring residents of Stourbridge have the travel solution they need on a frequent and reliable schedule.

Pre Metro, led by a Board of industry veterans with expertise spanning the Rail, Bus, and Metro sectors, is strategically poised to expand our service offering to cater to an even larger passenger base. Our strategic roadmap includes the transformative potential of a rail corridor from Stourbridge to Walsall, which would elevate the socio-economic landscape of Dudley.

Having served the travel needs of over 7 million satisfied passengers, our profound understanding of local commuting preferences is undeniable. Our commitment to passenger-focused service provision is underscored by exhaustive market research, with two concluding research studies undertaken in 2021/22 and 2023/24.

This research reveals an overwhelming 87% support among the 1,438 residents surveyed for proposals to introduce a service between Stourbridge and Brierley Hill, with many expressing the desire to become regular commuters.

Every prospective project undergoes meticulous investigation and analysis by our Board and various external parties. In this comprehensive analysis, the Stourbridge to Brierley Hill route emerges not just as a viable expansion project but as a conduit to empower an economically challenged passenger base with enhanced connectivity.

Our consultative approach has ensured that this venture is endorsed by key industry and government players. Network Rail, Chiltern Trains, West Midlands Rail Executive, West Midlands Combined Authority, and prominent political figures, including local MPs and the Mayor support the principles of this project, with some advocating for crucial funding.

Our track record at Stourbridge exemplifies the seamless integration of modern light rail technology with traditional heavy rail infrastructure, delivering solutions that are efficient, cost-effective, and impactful.

We see no reason why this sustainable blueprint cannot be further expanded upon, bringing multifaceted benefits that impact not just the transport sector but also the socio-economic fabric of the region we proudly serve every day.

**Our track record demonstrates how local transport provision can utilise light rail effectively, efficiently, and affordably.**



**7,200,000+**  
passengers  
since 2009.



**99.6%**  
service  
reliability.



**71,240**  
services  
per annum

# Unlocking Greater Potential with Existing Infrastructure

## Providing greater connectivity between Stourbridge and Brierley Hill requires the segregation of twin-track freight lines.

The operational twin-track railway in question stretches from Stourbridge to the historic Round Oak Steel Works, owned by Network Rail and operated by DB Cargo UK Ltd. It's worth noting the evolution of this site - from its heyday in steel production that ended in 1984, leading to a significant shift in local employment, to its current role as a logistics hub primarily liaising with steelworks in South Wales.

Given the present train movement frequency - an average of 4 trains per day on a 5-kilometre stretch - we are confident that a single operational track is more than adequate for the current freight requirements. This presents us with a golden opportunity, repurposing one of these tracks to forge an efficient passenger service linking Stourbridge and Brierley Hill; the first passengers on this line since July 1962

Leveraging the twin-track infrastructure, our vision involves synergy in segregation: one dedicated line for our freight partners and another exclusively for passenger traffic. This arrangement not only optimises the railway's potential but ensures uninterrupted, safe, and efficient services for both domains: it is a win-win model which can build upon the current Mixed Use Railway concept put forward by Network Rail, enabling more effective and efficient use of our railway infrastructure.

The Round Oak facility stands poised to accommodate this vision. With its expansive layout, minor remodelling can easily facilitate the envisioned segregation without compromising freight service quality. Our proposal seeks not just to maintain, but to enhance the flexibility and functionality of freight services, ensuring that Round Oak becomes a hub of dynamic and diversified rail activities.



# Minimal Investment for Efficient Operations

**The cost of establishing the Stourbridge to Brierley Hill initiative is minimal and can upgrade operations at the Stourbridge Shuttle.**

The existing infrastructure between Stourbridge and Canal Street is in good serviceable condition, requiring minimal CAPEX investment for the re-establishment of passenger services.

Initial evaluations project a remarkably modest investment ranging from £15 million to £25 million, translating to a mere £3 million to £5 million per route kilometre. This represents a highly efficient utilisation of taxpayer funds, particularly when compared to recent light rail projects.

With the establishment of a dedicated passenger service on this line, we can embrace contemporary signalling practices: a segregated Very Light Railway operating on an innovative 'Line of Sight' method could prove cost-effective, potentially eliminating the necessity for traditional signals.

Flexibility lies at the heart of this proposal, the service can be adapted to the community's evolving needs: whether a single-vehicle or a two-vehicle shuttle; strategic passing loops, such as near Brettell Lane, can also maximise route efficiency.

This endeavour goes beyond re-establishing the Stourbridge to Brierley Hill connection. Our vision extends to introducing a new fleet that will serve both this route and the existing Stourbridge Junction to Stourbridge Town route in the future. A unified railcar model facilitates a strategic rotation system, ensuring optimal vehicle maintenance, and longevity, whilst fostering the development of the Very Light Rail industry within Dudley.

Having initiated promising dialogues with Chiltern Trains regarding the development of a new depot, this step is vital for phasing out the ageing Class 139 vehicles and heralding a new era of efficient passenger services within the Stourbridge area.

This forward-thinking initiative resonates not only with our commitment to progress and innovation but also aligns seamlessly with the local government's dedication to community development, sustainability, and the efficient use of resources. It's a stride towards a more connected, resilient, and environmentally conscious future for Stourbridge and its residents.



# Connecting the Community, Greater Opportunities across the Midlands

## Railway accessibility and integrated multi-modal journeys across the West Midlands are a core benefit of this proposal.

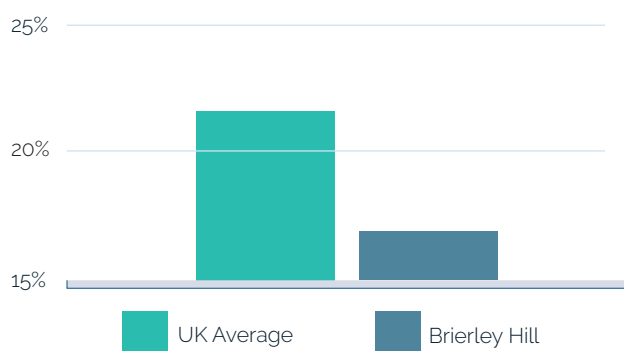
While the West Midlands Metro extension holds promise for integrating Brierley Hill into a broader Metro network, there remains ambiguity around its completion timeline, cost, and how Stourbridge serves to benefit. As it stands, Brierley Hill's connection, now labelled as phase two of the Wednesbury to Brierley Hill Metro extension, will only materialise after the 2024 debut of phase one ending at Dudley's new Interchange development.

The introduction of a link between Stourbridge and Brierley Hill isn't just about travel; it serves as a strategic catalyst for community development and the second phase of the metro expansion. This link facilitates recurrent services along the densely inhabited railway route from Birmingham Snow Hill, establishing robust National Rail connectivity via Stourbridge Junction. The ensuing ripple effect broadens the horizons for residents, providing swift access to Birmingham, Worcester, Kidderminster, and Lye. Additionally, regular commutes between Stourbridge and Brierley Hill fortify and expedite the business prospects of the proposed Midland Metro extension from Dudley to Brierley Hill.

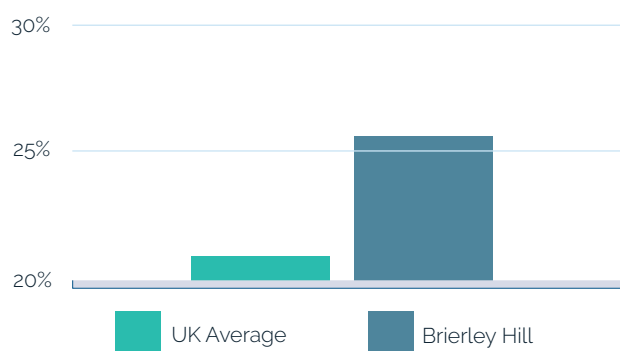
Delving into Brierley Hill's demographics offers crucial insights into why this development is essential. With only 17% of its populace in higher managerial or professional roles (compared to the 22% UK average) and a higher percentage (26%) in semi-skilled roles (against the 21% UK average), the need for dependable public transport is palpable. Moreover, an elevated 4.8% of Brierley Hill residents rely on Jobseekers Allowance, surpassing the UK's 3.3% average, underscoring the urgency for enhanced transport solutions that enable job-seeking and retention.

The Stourbridge to Brierley Hill initiative will not merely be another transport project; it's an investment in the heart of our community. By bridging these areas, we open doorways for residents to employment, healthcare, recreation, and education. This project is more than a rail link; it's an economic lifeline, a promise for progress, and a vision for an empowered and connected future through proven and effective means of public transportation.

Higher-level Professional Employment



Semi-skilled Professional Employment



# Empowering the Community, the Holistic Impact of the Proposal

**Our proposed route offers more than a new mode of transport; it serves as a passport to prosperity, bringing with it a myriad of opportunities for the community.**

## **Boosting Employment:**

At the proposed Brettell Lane stop alone, there is a thriving hub of 30 to 40 businesses within a 250-metre radius, promising a bustling centre of economic activity. This prospect is further amplified by the vibrant employment landscape at the Waterfront, adjacent to the iconic Merry Hill Shopping Centre.

## **Healthcare at Your Doorstep:**

Access to quality healthcare becomes effortless with strategically placed route stops. The Corbett Outpatient Centre and Stourbridge Health and Social Care Centre lie within 500 meters of our proposed Vicarage Road stop. Various GP practices along the route and the proximity of Russell's Hall Hospital to Brierley Hill's terminus will also ensure that medical needs are always within reach via public transport.

## **Leisure - A Pathway to Wellbeing:**

Our route advocates for a holistic life, balancing work with leisure. Whether it's physical fitness hubs like Dudley Sports and Social Club, The Gymnasium Group, and David Lloyd Dudley, or serene retreats like the Buckpool and Fens Pool Local Nature Reserve, Woodside Park, and Stambermill Viaduct Walk, our pathway promises something for every leisure enthusiast.

## **Empowering Education:**

The transformative power of education is prioritized in our route design. Seamless access to premier educational institutions like Pegasus Academy, Redhill School, Rufford Primary School and Nursery, and Peter Hill Primary School is ensured. By enhancing connectivity to these centres of learning, we empower students and facilitate working adults whose dependents attend these institutions.

## **A Close Look at the West Midlands:**

Delving into the 'Cities Outlook' report by the Centre for Cities offers a nuanced view of the West Midlands' economic dynamics. Beyond unemployment figures, the report highlights the staggering 300,800 individuals deemed "economically inactive" yet eager to work. A significant portion of this demographic includes individuals in their 50s and 60s, with 27.6% now inactive, marking an uptick of 2.4 percentage points post-pandemic.

Our business itself aligns with these demands, and we are confident that the expansion of services at Stourbridge and Brierley Hill can catalyse hiring more disenfranchised staff from within the local community, contributing to the region's economic revitalisation.

# The Stock Procurement Process, Utilising VLR for this service

**Pre Metro is working with several vehicle manufacturers to understand what vehicles are most appropriate for service provision.**

Stock procurement stands as the cornerstone of efficiency and reliability in any rail project. For the proposed Stourbridge to Brierley Hill route, we see an opportunity to showcase Black Country innovations and investments already supported by local authorities through the pursuit of new, innovative rolling stock.

The ageing Class 139s, nearing the end of their operational life cycle, pose increasing challenges in terms of maintenance and repair costs. We believe that these current vehicles at Stourbridge are not suitable for the proposed services to Brierley Hill.

Drawing upon our experience as pioneers of VLR operations at Stourbridge, along with our role as a test-driving team for various VLR developments, we possess an advanced understanding of the appropriate vehicle type for passenger operations along this route. Thus, we advocate for Very Light Rail (VLR) as the preferred mode of transport.

VLR has proven to be more cost-effective in terms of both initial procurement and ongoing maintenance, as demonstrated by our Shuttle operation. This affordability ensures prudent fiscal management for the project.

Modern Very Light Rail Vehicles (VLRVs) can be tailored to suit the specific needs of the Stourbridge to Brierley Hill route, offering flexibility in terms of capacity, speed, and accessibility.

VLRVs are designed with modern sustainability standards, ensuring a reduced carbon footprint. They also provide enhanced passenger comforts, including improved seating, advanced safety features, digital connectivity, and more, ensuring a contemporary travel experience. Adopting VLR vehicles ensures compatibility with existing tracks and stations, with the possibility of easier upgrades in the future.

As the Class 139s approach the end of their lifecycle, it's strategically imperative for the Stourbridge to Brierley Hill project to pivot towards other Very Light Rail options. The benefits, spanning economic, operational, environmental, and passenger experience, are robust and far-reaching.

Our board is initiating a comprehensive procurement process, collaborating with leading VLR manufacturers to integrate cutting-edge rail solutions promising longevity, efficiency, and unparalleled service quality.

To ensure success, stakeholder engagement and fiscal support are essential. Feasibility studies in this first phase of the project will enable us to determine patronage demands and forecasts along this route, providing a greater understanding of the correct vehicle choice.

Let this transition be an opportunity – a moment to redefine our commitment to quality, efficiency, and the communities we serve.

## Pioneering VLR Innovation in the Black Country

**The proposed Stourbridge to Brierley Hill project can position the region as a shining exemplar of rail innovation, ensuring sustainable, efficient, and socio-economically beneficial transit solutions.**

VLR represents a transformative technology, pushing the boundaries of what's possible in rail transport. Its integration in the Black Country can showcase and usher in a new era of agile, efficient, and green transportation solutions.

VLR ensures a seamless transition between buses, trams, bikes, and other transport modes, facilitating easier, faster, and more convenient commutes. Modern platforms and digital tools can sync VLR services with other transport schedules, minimizing wait times and enhancing transit efficiency.

VLR's battery-powered technology underscores a commitment to sustainability, ensuring transport without an environmental cost. The potential integration with renewable energy sources further minimizes the carbon footprint. The Very Light Rail National Innovation Centre (VLRNIC) ensures local manufacturing and serves as a hub for research, innovation, and continuous improvement, positioning the Black Country at the forefront of VLR technology.

VLR projects can be realised at costs up to 50% lower than their heavier rail counterparts, ensuring fiscal responsibility while delivering high-quality infrastructure. The cost-effectiveness of VLR projects translates to higher returns on investment, directly benefiting the regional economy.

Efficiently meeting patronage demands, VLR can serve as a feeder or complementary service, supporting the business case for West Midlands Metro (WMM) extensions. VLR's agility and flexibility can identify and tap into new user segments, boosting WMM's value proposition.

The introduction of VLR routes can increase property values in the vicinity, providing a direct economic boost to local communities. VLR projects create local job opportunities in the construction, operations, and maintenance sectors. Improved transit facilitates job access for residents and enhances accessibility to educational institutions and healthcare facilities, ensuring holistic community development.

Embracing VLR's technological advancements positions the region as a leader in sustainable and efficient transportation. The Black Country can demonstrate the immense potential and scalability of VLR to other regions. With VLR, the Black Country isn't just on the right track; it can set the tracks for others to follow.



# Pre-established Local Support for the Stourbridge Dasher

**Pre Metro worked with local firm Oakham Research in initially understand the patronage approval of the service and to establish the local business perspective.**

## 2019/20 Passenger Survey Summary :

In our first collaborative project, Oakham carried out a total of 1,438 surveys which were completed between November 2019 and May 2020. The response was via a web survey with the majority of respondents reached through social media and details were available in the Express & Star newspaper. The findings were overwhelmingly positive.

87% of respondents would use this service. Many people would regularly use our services. Stourbridge Town is the most visited destination of the three, meaning most respondents would likely travel from Brierley Hill or Waterfront. This would also have a positive effect on the use of the Stourbridge Shuttle.

Stourbridge Town and Brierley Hill would likely be visited more than once a week, whilst Waterfront would likely be visited once a week. The primary reasons for travel would be shopping and leisure, meaning that the respective locations would be busier and provide an economic boom to local retail, leisure, and hospitality businesses. The service would also increase local tourism across the Black Country.

Without question, the introduction of the Brierley Hill route would reduce private vehicle usage a substantial amount without having much impact on the figure using local bus services to get between destinations. Over a third of respondents highlighted a lack of available public transport to get between each destination, so a new service would be invaluable to many people and encourage public transport use.

## 2023/24 Business Survey Summary :

In Oakham's most recent comprehensive study between November 2023 and January 2024 regarding the proposed new light rail passenger service from Stourbridge Junction to Brierley Hill, notable statistics emerged from the feedback of over 320 businesses. The survey revealed:

Approximately 32% of businesses rated their current public transport links as good or very good, whereas 33% described them as poor or very poor. An overwhelming 82% of respondents viewed the proposed new service positively, anticipating improvements in the local public transport network. This sentiment was even stronger among businesses based at Merry Hill, with 87% in favor.

The prospect of the rail service benefiting businesses was supported by 66% of all businesses and 87% of those at Merry Hill, highlighting the anticipated boost to connectivity. Around 49% of businesses expressed interest in a business travel package, with a preference for a fixed annual cost for certain employees.

The potential for increased weekly footfall was recognized by 63% of businesses in Merry Hill and 40% overall, underlining the expected attraction of new customers and retention of existing ones. Retail businesses, in particular, were most optimistic. The new service was seen as a benefit for attracting and retaining staff, especially by businesses in Merry Hill, which have access to a larger labor pool.

These statistics reflect a strong endorsement of the new light rail service by the local business community, highlighting the anticipated economic and social benefits of enhanced public transportation in the region.

# Addressing Some Key Concerns



**Director Mathew Taylor addresses some key concerns which you might have about the proposal.**

## Is Very Light Rail Compatible with Freight Traffic?

Very Light Rail vehicles are relatively new to the market and when new rail-based vehicles are introduced to the market, they have to go through a series of classification and safety testing according to stringent regulation. The Revolution VLR for example, is currently going through this process so exactly what other trains it can run alongside is in progress.

The final configuration of the proposed route from Stourbridge to Brierley Hill will be decided when the VLR classification, safety and crashworthiness are determined. With the existing freight route having two lines running in parallel, we are prepared to operate in various ways to enable the use of the line by both VLR vehicles and Heavy Rail freight vehicles.

This could mean the use of one of the lines as a passenger VLR-based service, thus enabling the use of the remaining line solely for freight traffic. Alternatively, the lines could be shared and both VLR and freight vehicles kept at a safe distance from each other through signalling systems similar to those seen on existing bi-directional single-track railways.

We are confident that through working closely with our colleagues at Network Rail, we can establish a very safe system for operating both VLR and freight traffic along this corridor.

## There is a level of cost-uncertainty.

With all new technology comes uncertainty. At Pre Metro, we have 15 years of experience operating VLR services and our Board of Directors includes a vast array of experience still advising the transport sector on professional and technical levels.

We understand transport and we understand VLR. Our proposals have been assessed and cost with a very good level of knowledge, experience and consultation with stakeholders. We are therefore confident that our estimated costs are representative of the requirements of a VLR passenger service between Stourbridge and Brierley Hill.

We have estimated costs of between £ 15 million and £ 25 million for necessary infrastructure works. The forecast estimated cost is £ 15 million and we have used a range to ensure that any required Optimism Bias (Department for Transport recommended contingency) is included within the stated £ 25 million.

As details on vehicle specification, freight service requirements and actual stop locations are confirmed, our cost estimates will be refined accordingly. It is extremely important to remember that VLR schemes are relatively simple in design and operation and the cost savings for reducing the complexity of transport projects are significant.

### What about the scalability of this project?

Many of the UK's transport systems are assessed and evaluated before investment and subsequent construction commences. Part of this evaluation includes how scalable the project is, or how the project could be extended in the future. It could be suggested that the Stourbridge to Brierley Hill VLR proposal lacks any scope for future expansion but we at PMOL look at this from a different angle. While the physical boundaries at both Stourbridge and Brierley Hill do not appear to offer route expansion, by using VLR we always have the option to leave the existing rail corridor and expand the line on the surrounding streets.

If successful, why couldn't the line include a branch onto local streets and connect to Cradley Heath Rail station, Kingswinford or Russell's Hall Hospital? We see no reason why this expansion could not happen.

If, due to high passenger demand, the number of VLR vehicles has to be increased on the Stourbridge to Brierley Hill line, then why not upscale the line to replace VLR vehicles with the Midland Metro-based light rail trams? These traditional trams can carry three times as many passengers as a single VLR vehicle and PMOL is pragmatic in our approach to upscaling lines started by VLR.

We are intent on providing services to passengers that are efficient, cost-effective and highly punctual, and if this means that in the future, we switch from our VLR operation to a tram scheme operated by Midland Metro, then we will have done our job in opening a transport service that is thriving.

In short, the options for futureproofing, expansion and upscaling of this VLR proposal are feasible and welcomed by Pre Metro.

### Are you not just an operator?

With all new technology comes uncertainty. At Pre Metro, we have 15 years of Why is the operator promoting the Stourbridge to Brierley Hill VLR project? This may seem unusual, but here in the UK operators are usually appointed towards the end of the construction phase so they can start getting used to the route and facilities to operate the service efficiently.

A much more common approach in Europe and further afield involves the Operator being an essential part of the companies or joint ventures who bid for the design, build, finance, operation and maintenance of light rail systems. We believe that Operator-led projects are one of many best practice principles that we should adopt from very successful light rail systems outside of the UK.

It makes sense that the company responsible for working on the system for 10, 20 years or longer, should help to shape the project from the outset. This is why we are promoting this project.

We have access to our customers who currently travel between Stourbridge Town and Stourbridge Junction, we have surveyed their needs and wants when it comes to travelling to Brierley Hill and we are undergoing the same market research with local businesses.

We have a very strong local connection with VLR, transportation and most importantly the people of Stourbridge, so this is why we feel so strongly about introducing a new passenger route along an existing corridor in a much more cost-effective manner and based upon the experience of our near 100% service reliability.

## Key Quotes from our Local Community

**Across our recent research surveys and ongoing conversations with local residents and businesses, many potential patrons have showcased their support for our proposal.**

"Any help would be good as it is very quiet in Brierley Hill, and it has been quiet for a long time, whether it is because of the roadworks or transport into the town."

**BRIERLEY HILL MARKET**

"Inter-town links across the Black Country - specifically where the Metro is concerned - aren't as good as they could (or should) be, so any improvement is a bonus.."

**BLACK COUNTRY RADIO**

"(The) area is in dire need of clear roads and joined up public transport."

**BLACK COUNTRY BUSINESS**

"Anything that improves fans getting to the stadium on a matchday is a bonus."

**WEST BROMWICH ALBION FOOTBALL CLUB**

"Currently with the destination of Merry Hill Centre - there are very poor travel routes by car, let alone the nearest train station been some miles away. A tram link would improve the centres footfall tenfold."

**BEAVERBROOKS**

"It would not only open a direct route to Merry Hill, but also open a larger more accessible catchment area for recruitment."

**EaT CUISINE GROUP**

"Having more public transport links would only increase our footfall and our conversion sales. While we do have a lot of regular customers, I believe that it would only improve if there was more public transport available to Brierley Hill."

**PEACOCKS**

"This will give people a greater opportunity to come to the football club..."

**STOURBRIDGE FC**

"(There is) Zero rail access currently to and from waterfront businesses."

**PROSPERITY WEALTH**

# Closing Remarks from our Managing Director, Phil Evans



## **The Founding of Pre Metro and our efforts to continue innovating with this Stourbridge Light Rail proposal.**

As CEO and Co-founder of Pre Metro Operations Ltd (PMOL), I am proud to reflect on our journey over the past decade, a period during which we have firmly established ourselves as the gold standard in railway operations within the West Midlands. Our inception was driven by a commitment to providing unmatched reliability and service, a principle that has underpinned our operations and led to an extraordinary average reliability of 99.6% over the last five years.

Central to our success is the Stourbridge Shuttle, our flagship service now operating 1370 services every single week; which has become a vital link for the local community, facilitating seamless multimodal journeys and supporting the socio-economic development of the region. Our board, comprising industry veterans with deep expertise across the Rail, Bus, and Metro sectors, has been instrumental in guiding PMOL's strategic direction and expansion.

Our strategic vision has recently focused on exploring the potential of a new rail corridor from Stourbridge to Walsall, aimed at transforming the Dudley area by enhancing connectivity and supporting local socio-economic growth. This ambition reflects our deep understanding of local commuting needs, garnered through extensive market research and direct engagement with the community. Indeed, our proposals for expanding services, including a new route between Stourbridge and Brierley Hill, have received overwhelming support from local residents and key stakeholders.

PMOL's commitment to innovation is evident in our approach to infrastructure and service delivery. We have pioneered the integration of modern light rail technology with traditional heavy rail infrastructure, delivering efficient, cost-effective, and impactful solutions. Our plans for the Stourbridge to Brierley Hill route, leveraging existing twin-track infrastructure for a segregated passenger service, exemplify our innovative approach and dedication to community service.

Having transported over 7 million passengers, we remain committed to expanding our services, driven by a consultative approach that has garnered the support of industry and government alike. Our vision extends beyond immediate transport solutions, aiming to foster a more connected, resilient, and vibrant community in the West Midlands.

Regards,



**Philip Evans**  
CEO of Pre Metro Operations Limited.



**PRE METRO**

Operations Ltd



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UK LRC 2024 Draft