

# Wednesbury to Brierley Hill Extension

**Evidence Given on Behalf of the Applicant: WMCA**  
**Rebuttal to Evidence of Jonathan Parker**  
**Appendices**



Transport and Works Act 1992

The Transport and Works

(Inquiries Procedure) Rules 2004



***West Midlands Combined Authority's (WMCA) EVIDENCE IN  
REBUTTAL***

*OBJECTION OBJ/10 Intu Merry Hill - Evidence of Jonathan  
Parker (OBJ/10/P2.1 and 2.2)*

*TRANSPORT AND WORKS ACT 1992*

*Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order Inquiry*

*MARCH 2019*



**List of Appendices**

<b>Appendix</b>	<b>Description</b>
1	Email 'Actions on ITP from last MMA MH Meeting'



**Appendix 1 - Email 'Actions on ITP from last MMA MH Meeting'**



**From:** [REDACTED]  
**Sent:** 28 March 2018 15:58  
**To:** [REDACTED]@itpworld.net>; [REDACTED]@metroalliance.co.uk>; [REDACTED]@dudley.gov.uk>  
**Cc:** [REDACTED]@metroalliance.co.uk>; [REDACTED]@intu.co.uk>; [REDACTED]@dudley.gov.uk>; [REDACTED]@dudley.gov.uk>  
**Subject:** RE: [EXTERNAL EMAIL] Actions on ITP from last MMA MH meeting

Good afternoon,

Mott MacDonald have provided us with an updated copy of the Merry Hill Local Model report, which is available to download from the following link: <https://we.tl/RkggvUzEFW>

The download link includes the following documents:

1. Updated copy of Mott MacDonald's Merry Hill Local Model report, including Journey Time graphs as an appendix;
2. Spreadsheet containing the ANPR data analysis;
3. Spreadsheet containing the Spectrum and turn count data used for calibration; and
4. Summary tables of network statistics.

Please note that we have identified that some typos in the report, e.g. correct base year and keys on figures, which we have identified to Motts. I will circulate a further update when one is available.

Kind regards,

[REDACTED]

[REDACTED]

Tel: +44 [REDACTED]

Email: [REDACTED]@metroalliance.co.uk

Address: Midland Metro Alliance, 4<sup>th</sup> Floor, Alpha Tower, Suffolk Street Queensway, Birmingham, B1 1TT



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

**From:** [REDACTED] [REDACTED]@itpworld.net]  
**Sent:** 26 March 2018 17:27  
**To:** [REDACTED] <[REDACTED]@metroalliance.co.uk>; [REDACTED] <[REDACTED]@dudley.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@metroalliance.co.uk>; [REDACTED] <[REDACTED]@intu.co.uk>; [REDACTED] <[REDACTED]@dudley.gov.uk>; [REDACTED] <[REDACTED]@dudley.gov.uk>; [REDACTED] <[REDACTED]@metroalliance.co.uk>  
**Subject:** RE: [EXTERNAL EMAIL] Actions on ITP from last MMA MH meeting

Hi [REDACTED],

Many thanks for the update, and hope you are starting to feel better?

Look forward to receiving the update information in due course.

Regards,

█

████████████████████

Tel: ██████████ Mobile: ██████████  
Email: ██████████@itpworld.net Skype: ██████████  
Web: www.itpworld.net Twitter: @ITPtweet  
Office: Broadway Business Centre, 32a Stoney Street, Nottingham, NG1 1LL

Integrated Transport Planning Ltd is registered in England as Company no. 3485430.  
Registered office: 50 North Thirteenth Street, Central Milton Keynes MK9 3BP. VAT number 705 0113 95.

**From:** ██████████ <██████████@metroalliance.co.uk>  
**Sent:** 19 March 2018 13:51  
**To:** ██████████ <██████████@dudley.gov.uk>; ██████████ <██████████@itpworld.net>  
**Cc:** ██████████ <██████████@metroalliance.co.uk>; ██████████ <██████████@intu.co.uk>;  
██████████ <██████████@dudley.gov.uk>; ██████████ <██████████@dudley.gov.uk>; ██████████ <██████████@metroalliance.co.uk>  
**Subject:** RE: [EXTERNAL EMAIL] Actions on ITP from last MMA MH meeting

Neil and Jon – Many thanks for your feedback on the junctions that you think need to be assessed in more detail. Please accept my apologies for a slightly delayed response, as I had been off all last week, suffering from flu.

Whilst I will review the comments in a bit more detail later, I thought I will provide you with a response to some of the elements raised in your emails.

Following on from our last meeting we have now commissioned Mott Macdonald to collate additional information on network statistics etc. as requested by yourselves. Given it was additional work, we had to mobilise a variation for this to Mott's, which is all now in place and issued to them. The additional information is expected for end of the month at which point it will be shared with yourselves. Also, Steve Bibb, is updating the Linsig model for Level Street/Embankment and the results will be shared with all for end of this week/early next week.

Also, we are in discussions with Mott's about the 2031 Do nothing scenario as well as reviewing your list of junctions to propose an appropriate approach to undertaking the operational assessment of the junctions, duly considering the interactions between them. Hopefully by early next week, I shall be in a position to share with all our proposed approach for your consideration.

Hope this is all in order?

████████████████████

Mobile: ██████████



*Transforming the West Midlands by delivering an Integrated Transport System for the future.*

4<sup>th</sup> Floor, Alpha Tower, Suffolk Street Queensway, Birmingham, B1 1TT.

**From:** [REDACTED] [mailto:[REDACTED]@dudley.gov.uk]  
**Sent:** 09 March 2018 13:11  
**To:** [REDACTED] <[REDACTED]@itpworld.net>; [REDACTED]  
<[REDACTED]@metroalliance.co.uk>  
**Cc:** [REDACTED] <[REDACTED]@intu.co.uk>; [REDACTED] <[REDACTED]@dudley.gov.uk>;  
[REDACTED] <[REDACTED]@dudley.gov.uk>  
**Subject:** RE: [EXTERNAL EMAIL] Actions on ITP from last MMA MH meeting

Hi all,

Thanks for this [REDACTED], it's a really useful starting point in terms of the next stage of testing.

Based on the information available currently, the list of junctions you have set out below seems reasonable to me. I would add though if the Linsig operational modelling identifies queues that could result in blocking back to other upstream junctions they may also need to be assessed, as any isolated appraisals may produce an over optimistic assessment of operation. This is the point I raised at the meeting if you recall, in terms of assessing Level St/The Embankment junction in isolation given the observed interaction with other adjacent signals on Level Street.

Regards, [REDACTED]

**From:** [REDACTED] [mailto:[REDACTED]@itpworld.net]  
**Sent:** 09 March 2018 12:03  
**To:** [REDACTED]@metroalliance.co.uk  
**Cc:** [REDACTED]@dudley.gov.uk; [REDACTED]@intu.co.uk  
**Subject:** [EXTERNAL EMAIL] Actions on ITP from last MMA MH meeting

**CAUTION:** This email originated from outside of the council. Do not click links or open attachments unless you are sure the content is safe.

Hi [REDACTED],

I trust all is well.

One of the actions from the last meeting was for us to propose a series of junctions that required further testing. Neil was then going to also take a view after I compiled the initial list.

I've spent some time going through the Motts report, and without a 2031 'base / do nothing' scenario it's very difficult to differentiate between 'tram impact' and 'baseline growth' (I am therefore increasingly thinking we need to also have the '2013 do nothing' reported?). Hence, I have taken a wider look at the areas of greatest change (flow differences) and the commentary provided by Motts on V/C and flow differences to come up with the following list of additional junction to be modelled in more detail....

- Level Street / Embankment (1)
- Level Street / Pedmore Road (6)

