

Birmingham Eastside Extension

APP/P4.2

Transport and Works Act 1992

The Transport and Works
(Applications and Objections Procedure)
(England and Wales) Rules 2006

APP/P4.2
Eddie Mellor
Transport Planning
Summary Proof of Evidence



WEST MIDLANDS
COMBINED AUTHORITY

TRANSPORT AND WORKS ACT 1992

PROPOSED MIDLAND METRO (BIRMINGHAM EASTSIDE EXTENSION) ORDER 201[X]

SUMMARY OF PROOF OF EVIDENCE

OF

**Eddie Mellor
Transport Planning**

FOR

WEST MIDLANDS COMBINED AUTHORITY

19 October 2017

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1. INTRODUCTION

1.1 Qualifications and Experience

1.1.1 My name is Eddie Mellor, I am a Chartered Engineer, and a member of both the Chartered Institution of Highways and Transportation, and the Institution of Civil Engineers. I been employed by Mott MacDonald since 2004.

1.1.2 I am the Director responsible for Mott MacDonald's work in developing the Transport Assessment work on the Birmingham East Side Extension (BEE). I am familiar with the tram route and the strategic objectives of the metro project.

2. SCOPE OF EVIDENCE

- 2.1.1 My Proof of evidence covers the transport appraisal of the scheme, including a microsimulation modelling report Mr Himanshu Budhiraja. associated with the works proposed as part the Midland Metro Birmingham Eastside Extension(BEE) Transport and Works Act(TWA) Order application.
- 2.1.2 I have considered the existing transport network and level of service, and a summary of the scheme proposals and compliance with the relevant planning policies at the national and local levels, in so far as they relate to the BEE TWA Order.
- 2.1.3 A review of the Transport Assessment (TA), and Updated Transport Assessment (UTA) are considered. In response to the Statement of Matters(INQ/3), my evidence addresses relevant parts of:
- 2.1.4 Matter 2 - The main alternative BEE Route options.
- 2.1.5 Matter 3 – The extent to which the proposals in the TWA Order are consistent with the
- i. National Transport Policy
 - ii. Local transport policies
- 2.1.6 Matter 4 – The likely Impacts of construction and operation of the scheme on landowners, tenants and local businesses, the public utility providers and statutory undertakers including any adverse impacts on their ability to carry on their business and undertaking.
- i. Matter 4(a) - the impact of construction and operation on the local road network and bus services.
 - ii. Matter 4(b) - the impact on business access and car parking.
- 2.1.7 My evidence will specifically consider responses to the following objections:
- i. Phoenix CSR Ltd [OBJ/03].
 - ii. Hotel La Tour [OBJ/12]

3. EXISTING TRANSPORT NETWORK

3.1.1 In my Proof of evidence I describe the existing highway network and public transport provision in the vicinity of the 1.7km BEE route. This route forms an extension of the existing midland Metro network. from the junction of Corporation Street and Bull Street to a terminus on High Street Deritend in the vicinity of the junction with Heath Mill Lane. Key elements of the route are:

- i. Bull Street
- ii. Dale End / High Street
- iii. New Meeting Street
- iv. Albert Street.
- v. Moor Street Queensway.
- vi. Masshouse Lane.
- vii. Eastside Park.
- viii. New Canal Street.
- ix. Meriden Street
- x. Digbeth (B4100) and High Street Deritend

3.2 Public Transport Baseline Conditions

3.2.1 Baseline public transport provision is considered in relation to The Birmingham 'Big City Plan', having designated the Eastside area (170 hectares) as an "area of transformation".

3.2.2 Rail, bus, and coach all currently provide public transport links in the Eastside area. These public transport networks would benefit greatly from tram connections to the city centre, Wolverhampton, and the proposed extensions.

3.3 Public Transport

3.3.1 Buses

3.3.2 One of the objectives of Transport for West Midlands (TfWM) is to aim for a fully integrated public transport network which includes easy and convenient interchange between all modes including traditional and high-speed rail, Metro, BRT Sprint, and bus. This will help to make public transport as attractive as possible and reduces the reliance on car trips. These measures are aimed at ensuring that public transport is

an attractive option for people travelling to the city core or changing between services, thereby reducing the reliance on car trips.

4. THE SCHEME PROPOSALS

4.1 Summary of Proposals

4.1.1 In section 4 of my Proof of evidence, I set out the BEE proposals. The detailed justification for BEE is set out in Section 4 of the Statement of Case (SOC) [BEE/D23/1-5] and the Birmingham Eastside Extension Draft Business Case

4.1.2 There are 4 key objectives of the proposals which are to:

- i. Provide access to International Gateways and HS2.
- ii. Provide economic benefits and improve business efficiency and interactions.
- iii. Link key developments and facilitate growth.
- iv. Enhance access to labour and skills.

4.1.3 Details of the 4 objectives are set out in Concise Statement of Aims

4.2 Route Description

4.2.1 In this section of my main proof of evidence I provide a summary description of the proposed BEE route from Corporation Street to High Street Deritend.

4.2.2 A detailed review of the BEE route can be found in the evidence of Mr Stephen Luke (APP/P3.1).

5. TRANSPORT POLICY

5.1 Relevant Policies

5.1.1 In this section I consider to be the main national and local transport policies and good practice guidance relevant to the TWA Order.

6. TRANSPORT ASSESSMENT

- 6.1.1 A Transport Assessment (TA)[BEE/A13.1] and Updated Transport Assessment (UTA) [BEE/A13.4] Addendum have been developed to scheme the scheme impacts and mitigation. The UTA provided an update utilising new traffic data collected in December 2016.
- 6.1.2 Key elements of the TA assessment included;
- i. Interaction with other transport modes.
 - ii. Impact on general traffic.
 - iii. Impact on servicing and access.
- 6.1.3 In this section I consider the changes identified between the TA and UTA, the findings of the microsimulation modelling report, and relevant elements of the Environmental Statement.

7. STATEMENT OF MATTERS

7.1.1 In this section of my Proof of evidence I consider Matters (set out in Section 2, SCOPE OF EVIDENCE) above. the Secretary of State for Transport particularly wishes to be informed for the purpose of his consideration for the application, related to the transport assessment:

7.2 Matter 2 - Route Options

7.2.1 I have set out the alternative route options which were considered, and the appraisal process undertaken to develop the BEE route.

7.2.2 The appraisal of the BEE route options was considered in two discreet phases. The first relates to the section between the Birmingham City Centre to HS2 at Curzon Street Station. The second section was from HS2 Curzon Street to Deritend.

7.3 Matter 3 – National and Local transport policy

7.3.1 Relevant transport policies, as they relate to the BEE proposals are considered.

7.4 Matter 4 – Construction and Operational impacts.

7.4.1 Under Matter 4 I have considered the effects of the BEE scheme, both during construction and operation. Consideration is taken of effects on local roads and buses, as well as impacts on parking and access to businesses.

8. RESPONSE TO OBJECTORS.

- 8.1.1 I have considered and responded to the following objections, in so far as they relate to transport matters.
- 8.1.2 Phoenix CSR Ltd [OBJ/03]. – have raised concerns about the impact of BEE in their business operations in New Canal Street.
- 8.1.3 Hotel LaTour [OBJ/12] – objection points relevant to the scope of my proof are
 - i. The location of bus stops on Moor Street Queens Way
 - ii. Loss of car parking.

9. CONCLUSION

9.1.1 With reference to the Statement of Matters and objections lodged to the Order, I have dealt with in full or part the following matters that I believe to be of relevance to the scope of my evidence.

9.1 Matter 2

9.1.1 With regards to the main alternative BEE route options I have demonstrated that there was extensive route development work undertaken. This process involved the consideration of alternative routes, detailed appraisal, and consultation.

9.2 Matter 3

9.2.1 I have demonstrated that the objectives of the Scheme are consistent with relevant National Regional and Local transport policy. The Scheme is also consistent with the wider regeneration and transport related objectives set out in the Curzon Street Masterplan and City Centre Masterplan. The Scheme will support the regeneration initiatives in Eastside, Digbeth and Deritend, and provide an importantly connect HS2 Curzon Street to the Midland Metro network.

9.3 Matters 4 (a) and (b)

9.3.1 I have considered the effects of construction and operation of the Scheme on, Matter (a) the local roads network and busses, and Matter (b) business access and parking. I am content that much of the transport assessment work (TA and UTC) and traffic modelling has adequately considered these matters. Impacts have been carefully considered.

9.4 Objections

9.4.1 Phoenix CSR Ltd – servicing of their promises can be managed around tram timetabling. The dismantling/repair of vehicles on the highway is not permitted.

9.4.2 Hotel LaTour – The bus shelters on Queens way which are a concern to Hotel LaTour are well maintained, and of high quality. They normal street scene for a typical urban environment. With regards to the loss of car parking, the Transport Assessment supporting the Hotel LaTour planning application required no car parking to be provided.

9.4.3 In conclusion, I respectfully request that the SoS approves the BEE Order.

