



WEST MIDLANDS
COMBINED AUTHORITY

Gerald Eve
72 Welbeck Street
London
W1G 0AY

18 April 2018

Dear Sirs

The Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order (“the Proposed Order”)

Objection Number 17 – AS Watson (Health & Beauty UK) Limited

We refer to your letter dated 30 January 2018 objecting to the above Proposed Order on behalf of AS Watson (Health & Beauty UK) Limited, which has been allocated the reference OBJ/16 by the Secretary of State for Transport, and our subsequent reply dated 16 February 2018.

Further to our letter, the WMCA is continuing to work with Intu (the owners of the Merry Hill Shopping Centre) and Dudley Metropolitan Borough Council (DMBC) (as the highway authority) regarding traffic modelling to satisfy both Intu and DMBC’s requirements (in relation to the private and adopted sections of the roads and the interface between them, and any impacts on the surrounding highway network), to highlight any potential effects of the construction and operation of Metro and to determine how any impacts will be mitigated. As the WMCA has to satisfy both DMBC and Intu with regards to the details within its traffic management strategy, you can be assured that any proposals that are agreed by them will also satisfy your client’s needs and requirements, as these will be in line with those of both of these other third parties.

Currently the results of our modelling show that the junction of Level Street / The Embankment operates within capacity with the Metro in operation and allowing for committed growth, including that planned for Merry Hill.

Whilst the operational Metro scheme will require some alterations to The Embankment at its junction with Level Street, making it ‘in-only’ as envisaged in the 2005 Order, the principal accesses to Merry Hill Centre from Level Street’s junction with Central Way, The Embankment (access from the North and South and egress to the south) and The Boulevard all remain physically unaltered by the scheme proposals (as identified on the enclosed plan). Therefore under the Metro scheme, access to Merry Hill Centre, including to car parks and for loading, will continue substantially as at present. As part of their master planning and expansion plans for the Merry Hill Centre, Intu may proceed with alterations on these roads in future, but WMCA does not have powers to make any alterations to these roads, either in the existing 2005 Order or in the Proposed Order.

Further to the information in our letter of 16 February regarding Plot 336, and specifically any anticipated effects of the Metro on The Embankment, the site investigations and outline design are still underway. However, the powers in the 2005 Order allow this road to be made single



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carriageway, and this is the scenario we have modelled. However, as stated above, this is not anticipated to substantially affect the main access routes for parking and deliveries. Any changes to traffic flows along The Embankment would be fully signed, to facilitate continued general access and traffic flows to the Merry Hill Centre.

We hope the above and response in our letter of 16 February provides sufficient information and assurance for your client to withdraw their objection. However, if you require any further information in the meantime, please contact Paul Clarke on 07900 052307 or by e-mail at paul.clarke@metroalliance.co.uk; Paul will be happy to meet with you and/or your client to discuss these issues further.

Yours faithfully,



Peter Adams
Development Director

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