

Birmingham Development Plan – Public Inquiry

Response to Matters Raised by Dr Paul Hoad, Matter I, Thurs 20 November 2014

1 Matters Raised

Dr Hoad raised a number of matters orally under Matter I on Thursday 20th November 2014 which were subsequently confirmed in writing in a note submitted on Saturday 22nd November 2014. The matters relate to two reports, as follows:

1. Birmingham Development Plan, Transport Modelling Assessment: Hybrid Model Output, May, 2014 Birmingham City Council / Mott MacDonald (referred to in his note as “HMO”).
2. PRISM Forecasting Report, September 2014, PRISM Management Group/Mott MacDonald (referred to in his note as “PFR”).

A number of matters are raised in the note, but our summary of main matters and corresponding supporting matters is as follows:

- A. The forecast trip generation and external network distribution of Langley trips has been underestimated, therefore underestimating the predicted traffic impact of this development.
 - a.

2 Matter A

2.1 Overall Response

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result by the representation of external trips described in Section 2.1 above which resulted in overall external GBD trips being in excess of that predicted by the PJA TDM.

2.5 Matter A.c

Dr Hoad understands from Section 2.7 of the HMO report that the car driver mode shares presented in Table 2.5 of that section are derived from the Development Case demand model of report TA6 being applied to the Reference Case network of the same report.

For clarity, the car driver mode shares in Table 2.5 are actually

- B. Output from the PRISM models, including Hybrid Model, has been appropriately and robustly applied for the purpose of local junction assessment and design
- C. The level and scope of junction assessment and estimates regarding associated mitigating works are appropriate for informing the making of a strategic plan

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