

# M54 to M6/M6 Toll Link Road

Public consultation



15 September 2017 to 13 October 2017

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## M54 to M6/M6 Toll Link Road

Public consultation

We're making journeys better in the Midlands by operating, maintaining and modernising major A roads and motorways - delivering a big Government investment programme. We're committed to ensuring that the region's roads are fit for now and for the future.

This consultation will run from  
**15 September 2017 to 13 October 2017.**

**We look forward to hearing  
from you.**

### Introduction

**Highways England is developing a scheme to provide a new link road between the M54, the M6 and the M6 Toll.**

In January 2015, we consulted on 3 options for the scheme: A, B and C. There was a high level of support for the scheme, with 87% of respondents supporting the need for improved road links between the M54 and the M6/ M6 Toll.

Your feedback also told us that options B and C have the greatest potential to meet your needs, with 22% preferring Option B and 63% preferring Option C. Option A was least favoured, with 13%.

We listened carefully to your comments, and these identified the need for us to carry out further assessment work on the options to find the best solution. Through this assessment we have developed 3 modified options: **Option B West, Option C West and Option C East.**

We would now like your views on these options to help us understand what is important to local communities and all our customers – whether you are a local resident, driver, cyclist or walker.

## Why do we need this scheme?

There is no direct motorway link from the M54 to the M6 north or M6 Toll. This means high volumes of both long-distance and local traffic use the local roads to travel this route.

The current direct link from the M54 to the M6/M6 Toll is the A460, which passes through the villages of Featherstone and Shareshill. The A460 suffers significant congestion and high accident rates due to large traffic volumes. Journey times are almost doubled during peak hours, and there are also air quality issues in the villages and along the route. Additionally, an alternative route is the A449/A5, but this route is also congested and suffers from journey time delays.

The A460 currently carries about 26,500 vehicles each day with heavy goods vehicles making up about 10% of this figure. The proposed link road could remove between 21,900 and 22,300 vehicles a day creating a safer and less congested environment for local road users.

### Improving the link between the M54 and the M6/M6 Toll will:

- relieve traffic congestion on the A460, A449 and A5, providing more reliable journey times
- support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes
- keep the right traffic on the right roads by separating local traffic from long-distance and business traffic
- enhance facilities for pedestrians, cyclists and equestrians



## Previous consultation: options and findings

We carried out a consultation from December 2014 to January 2015 to seek your views on 3 options. A map of the previous options can be found on page 8.

### Previous options

### Outcome of consultation

#### Option A

This option would provide a new road between M54 junction 1 and M6 junction 11, with alternative options taking the road to the west or east in the vicinity of Hilton Hall. The route would bypass the villages of Featherstone and Shareshill.

**Option A was least favoured by stakeholders and following further technical analysis this option does not present a strong case in terms of transport, social, economic and environmental benefits. We are no longer taking this option forward as a possible solution.**

#### Option B

This option would provide a new road between M54 junction 1 and the M6 and M6 Toll at junction T8, with alternative options taking the road west or east of Hilton Hall. The proposal would involve a direct link with the M6, north of junction 11 and with the M6 Toll at junction T8. M6 junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

**Option B was second favourite with 22% preferring this option. Further analysis showed that the eastern route option had significant impacts on the Grade 1 listed Hilton Hall and associated buildings, which would be difficult to mitigate. We are no longer taking the eastern option forward as a possible solution.**

**We have carried out further technical work on the western route of Option B to develop this solution further.**

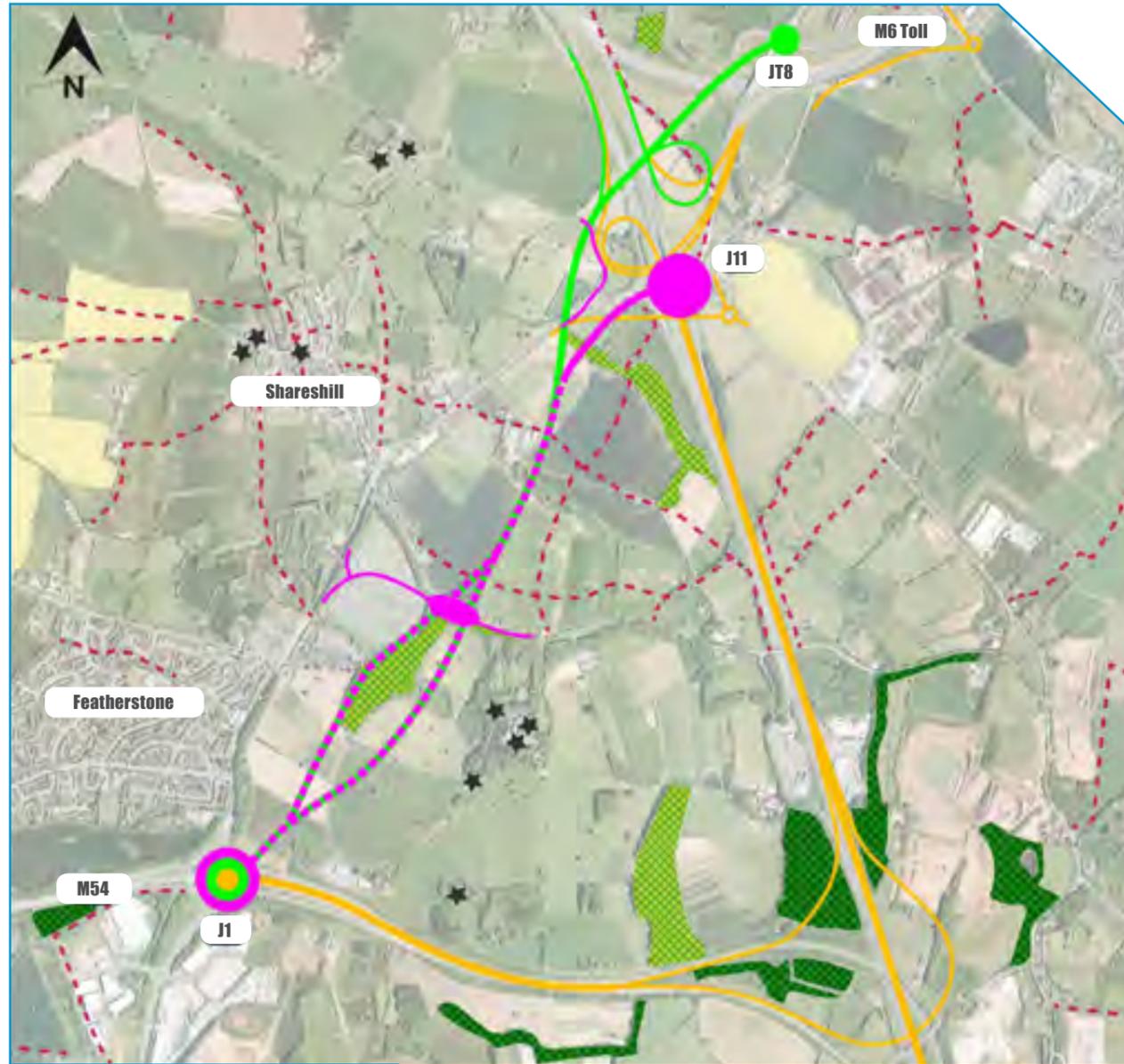
#### Option C

This option would widen the M54 from junction 1 to the M6, providing an additional lane in each direction. New access would be provided at M6 junction 10a to link to and from the M6 north. A new M6 junction 11 linking to the M6 Toll junction T8. The A460 would cross the M6 on a new bridge, linking in to the A462 and Wolverhampton Road, with a new local road provided to Saredon Road for local destinations north and east.

**Option C was most favoured by stakeholders with 63% preferring this option. Further technical assessment showed that this option would cause increased congestion on the M6 in future years.**

**This work identified 2 alternatives for this option which would remove this issue - Option C West and Option C East.**

## Previous consultation: options and findings



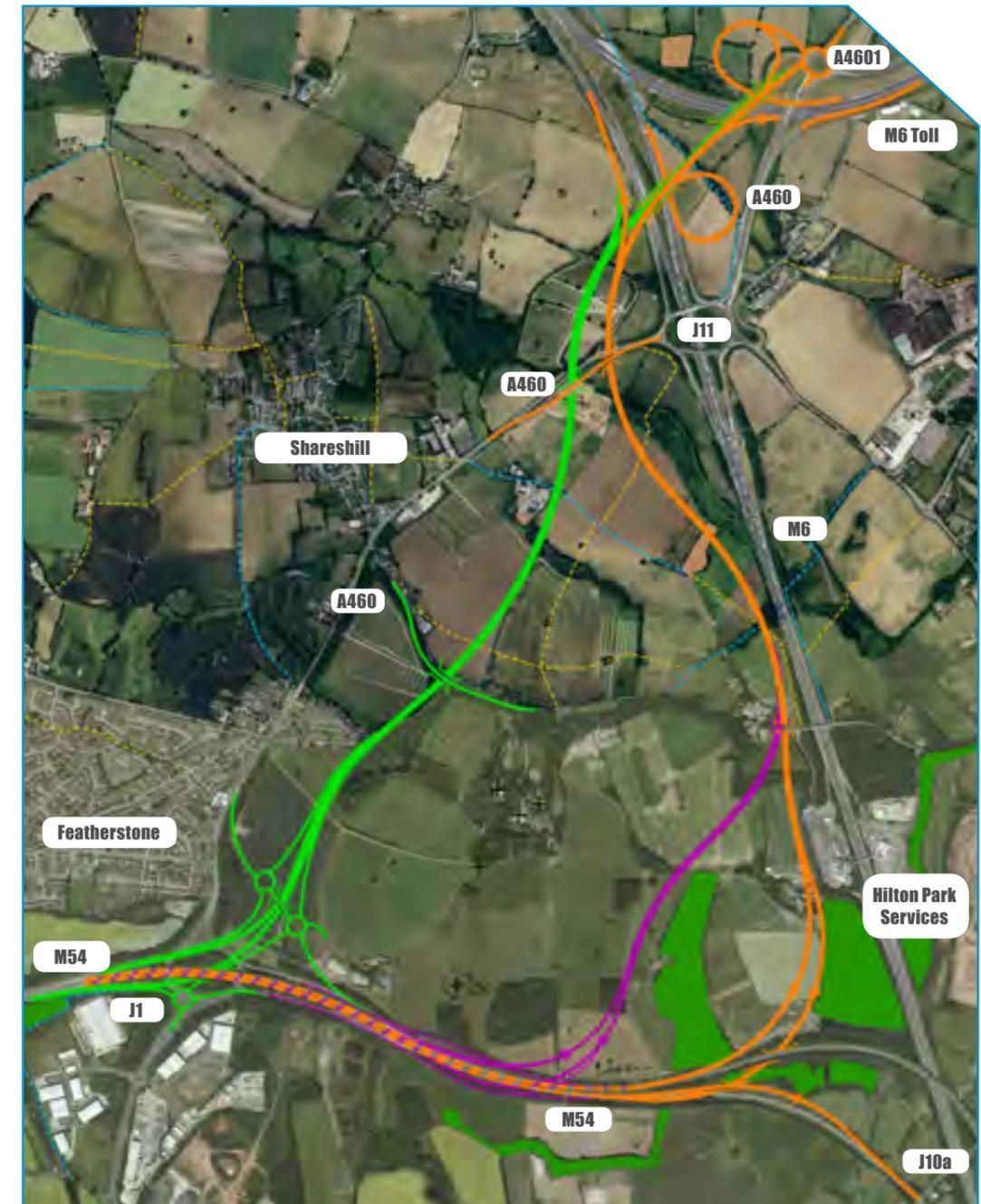
KEY	
	Option A
	Option B
	Option C
	Public Rights of Way
	Listed Building
	Non-Statutory Ecological Sites
	Ancient Woodlands

### Other key findings from the consultation:

- there was a high level of support for the scheme, with 87% of respondents supporting the need for improved road links between the M54 and M6 north/M6 Toll
- top priorities for the scheme were to relieve congestion on the A460 and A449 and to separate long-distance and local traffic
- 13% of people preferred Option A, 22% preferred Option B and 63% preferred Option C

## Modified options

Following consultation, we considered your views and carried out further technical work on the environmental impacts, traffic benefits and costs of the previously presented options. **We have now developed 3 modified options and would like your views on these.**



KEY	
	Option B West
	Option C West
	Option C East
	Listed buildings

KEY	
	Public rights of way (Footpath)
	Public rights of way (Bridleway)

## Option B West

This option is an updated version of Option B western route, as presented in the previous consultation.

Option B West would bypass the villages of Featherstone and Shareshill to the east of the existing A460. The road would pass to the west of Hilton Hall, crossing the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

It is predicted that this option would significantly reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.

We would upgrade M54 junction 1 to allow free-flow movements between the M54 and the link road, while maintaining the connection with the local road network.



KEY

Option B west

## Option C West

This option is an updated version of Option C, as presented in the previous consultation.

This option would widen the existing M54 from junction 1 towards the M6. The road would continue northwards towards the existing M6. The route would then pass under Hilton Lane and run north towards the M6 at junction 11. The route would pass under the re-aligned A460, crossing

the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

It is predicted that Option C West would reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.



KEY

Option C West

## Option C East

This option is also an updated version of Option C, as presented in the previous consultation.

This option would widen the existing M54 from junction 1 towards the M6. The road would continue northwards towards the M6, affecting areas of the ancient woodland at Burn's Wood, Spring Coppice and Keeper's Wood. The route would then pass under Hilton Lane and run north

towards the M6 at junction 11. The route would pass under the re-aligned A460, crossing the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same. It is predicted that Option C East would reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.



KEY

— Option C East

## Environmental considerations

**We attach great importance to the environment. The options we have developed minimise impact wherever possible.**

As we deliver the Government's road investment strategy, we will ensure that all activity on our roads is undertaken in a way that meets existing environmental legislative requirements and not only avoids or minimises harm, but ultimately improves the environment.

Our design team includes environmental specialists, who are included in all the key decisions.

We are preparing an environmental assessment to compare the environmental effects of each option. This work will continue as the scheme design progresses and a preferred route is selected.

The table below sets out the environmental impacts of each option.

Environmental Criteria	Option B West	Option C West	Option C East
Noise	Moderate or major increases in traffic noise levels predicted at properties close to the scheme. Decreases in traffic noise levels would occur along the A460 and A449.	A full quantitative noise assessment of this option has not been completed. However, the impact is likely to be comparable to Option C East.	A negligible increase in traffic noise would result for a few properties from this scheme. Decreases in traffic noise levels occur along the A460 and A449.
Air quality	Local air quality along the A460 within Featherstone and Shareshill is likely to improve.		
Landscape	This option goes through open countryside and close to Hilton Park Historic Landscape Area. Mitigation would seek to reduce visual and landscape impact.	Option C West would have landscape impacts broadly similar to Option B West. Mitigation would seek to reduce visual and landscape impacts.	Landscape impacts from Option C East are less than Option B West and Option C West as this option follows the existing motorway corridor.
Ecology and nature conservation	All 3 options have the potential to impact the habitats of bats, badgers, great crested newts, otters and birds. These impacts would be mitigated as appropriate.		
	This option has the greatest land take and impacts on locally designated habitats.	Options C West does not impact ancient woodland but does have some direct impacts on locally designated habitats.	Option C East has a direct impact on ancient woodland and some direct impacts on locally designated habitats.

For further technical information about this scheme, please contact the project team.

## Comparison of the 3 options

You can find out more about the similarities and differences between the options below. We will carry out more detailed assessments and technical work as the scheme progresses to identify further potential impacts, and how these could be mitigated.

	Impact on journey	Option B West	Option C West	Option C East
<b>Scheme objectives</b>	Long distance	Provides for east-west strategic trips, specifically between M54 west to M6 Toll east.		
	Local	Improved journey times for local traffic.		
	Right traffic on the right roads	The new link road would take long-distance traffic away from the A449 and A460.		
	Improved journey times and reliability	Journey time savings of up to 8 minutes in peak periods.	Journey time savings of up to 7 minutes in peak periods.	
	Value for money	Very high value for money.	High value for money.	
	Facilitate economic growth	All options would assist economic growth along the A449 and M54 corridors.		
	Safety and reduced accidents on A460 and A449	All options would reduce collisions on existing roads.		
<b>Impact for road users</b>	Pedestrians	All options provide opportunities to improve the environment for pedestrians due the reductions in traffic, especially freight traffic. Impacts on existing Public Rights of Way would be mitigated where appropriate.		
	Cyclists	All options provide opportunities to improve the environment for cyclists due the reductions in traffic on the A460, especially freight traffic.		
	Access from the A460 to the north	Local access remains unchanged.		
	Disruption for road users during construction	Significant disruption during the construction of a new junction 1 of the M54. Disruption for the remainder of the route will be kept to a minimum by phasing of the work.	Disruption will be kept to a minimum during the construction of the new link roads and, where possible, the new carriageways will be constructed away from traffic, but there will be some effects on the M54 and junction 1.	Disruption will be kept to a minimum during the construction of the new link road. By re-aligning the M6/M54 slip road traffic can remain on the current slip road. Construction will be phased to further minimise disruption.

**Note: these are interim findings, we will examine the environmental impacts further as we develop the design of the preferred route.**

## Next steps

This consultation is an opportunity to share your views and will run from 15 September 2017 to 13 October 2017. Once the consultation ends, your feedback, together with our ongoing technical work will determine which option is most suitable to take forward.

Once we have completed this work, we will announce a preferred route for the scheme. We will also publish a report on the public consultation and its outcome.

## Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate, who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead. Prior to the application, we will undertake further public consultation on our detailed design proposals.

You can find out more about the DCO process at: <https://infrastructure.planninginspectorate.gov.uk>

The final date we will accept consultation responses is 11:59pm on 13 October 2017.

By commenting now, you will not prejudice your right to comment for or against any future detailed proposals subsequently published under the Planning Act.

**We look forward to hearing from you.**

## Timeline





# M54 to M6/ M6 Toll Link Road

## Questionnaire

### 4. Please tell us how concerned you are about the following issues (Please tick)

	Very concerned	Concerned	Little concern	No concern	No opinion
Road safety					
Congestion					
Limited opportunities for economic growth					
Construction impact					
Landscape and scenery					
Impact of scheme on residential properties					
Regional connectivity					

### 5. Do you have any further comments regarding the options?

.....

.....

### 6. Based on your usual journeys, what would you use the improved link road for? (Tick all that apply)

- a. Travelling to/from the M6 northbound
- b. Travelling to/from the M6 southbound
- c. Travelling to/from the M6 Toll
- d. Travelling to/from Cannock and Lichfield
- e. Travelling to/from Telford
- f. I would not use the link road

### 7. How did you find out about the M54 to M6/M6 Toll Link Road consultation?

- a. Letter/email from Highways England
- b. Highways England website
- c. Local newspaper
- d. Other (please specify) .....

**Thank you for your co-operation.**

Please send your completed questionnaire to  
M54 to M6/ M6 Toll Project Team, Highways England,  
The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

 Cut along dotted line

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## Contact information

You can use the following methods to respond to the public consultation:

- complete the questionnaire and send to us:  
  
**M54 to M6/ M6 Toll Project Team,  
Highways England,  
The Cube,  
199 Wharfside Street,  
Birmingham,  
B1 1RN.**
- go online:  
[www.highways.gov.uk/M54toM6/M6Toll](http://www.highways.gov.uk/M54toM6/M6Toll)
- email:  
[M54toM6/M6tolllinkroad@highwaysengland.co.uk](mailto:M54toM6/M6tolllinkroad@highwaysengland.co.uk)
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