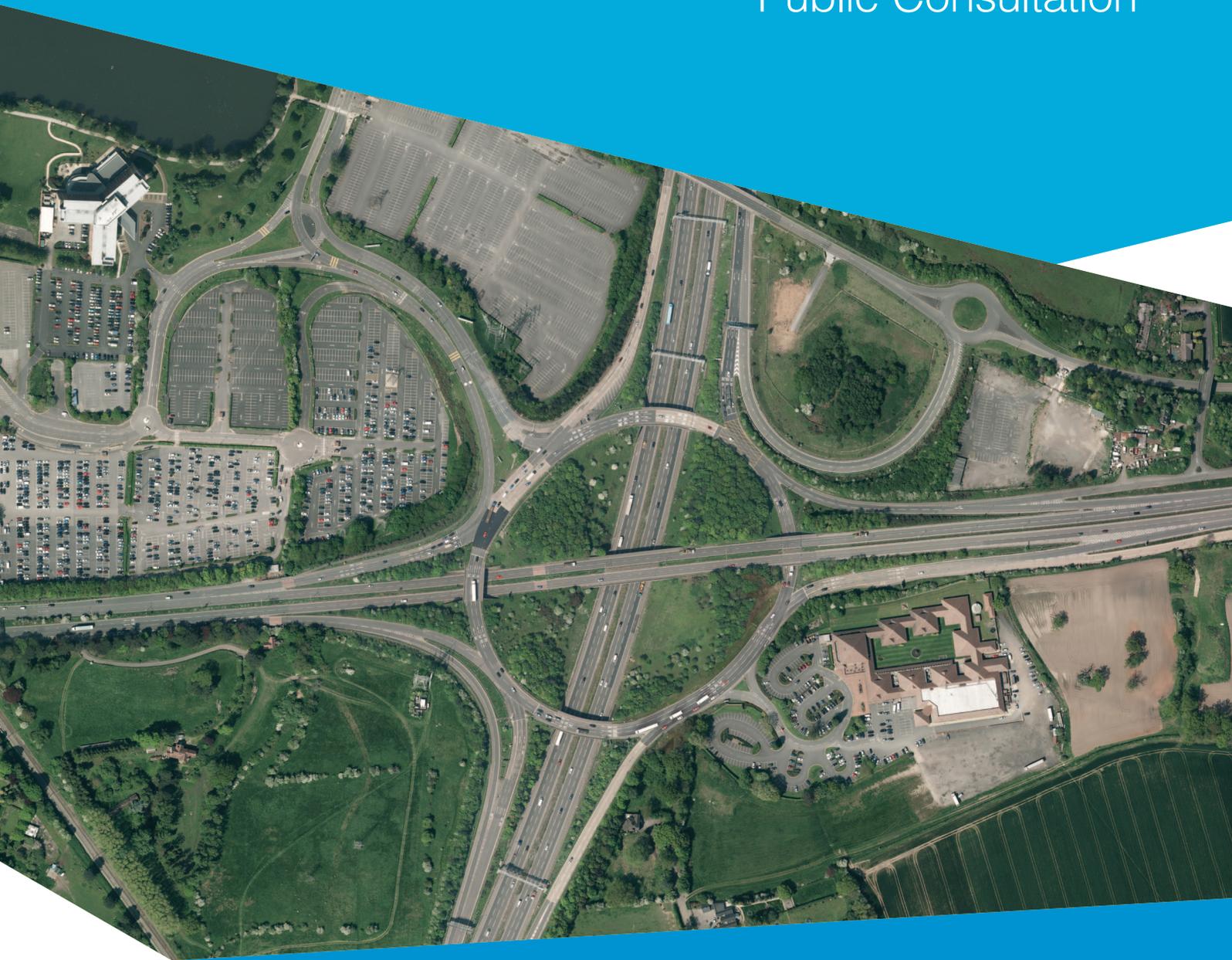


M42 junction 6 Improvement scheme

Public Consultation



9 December 2016 - 27 January 2017

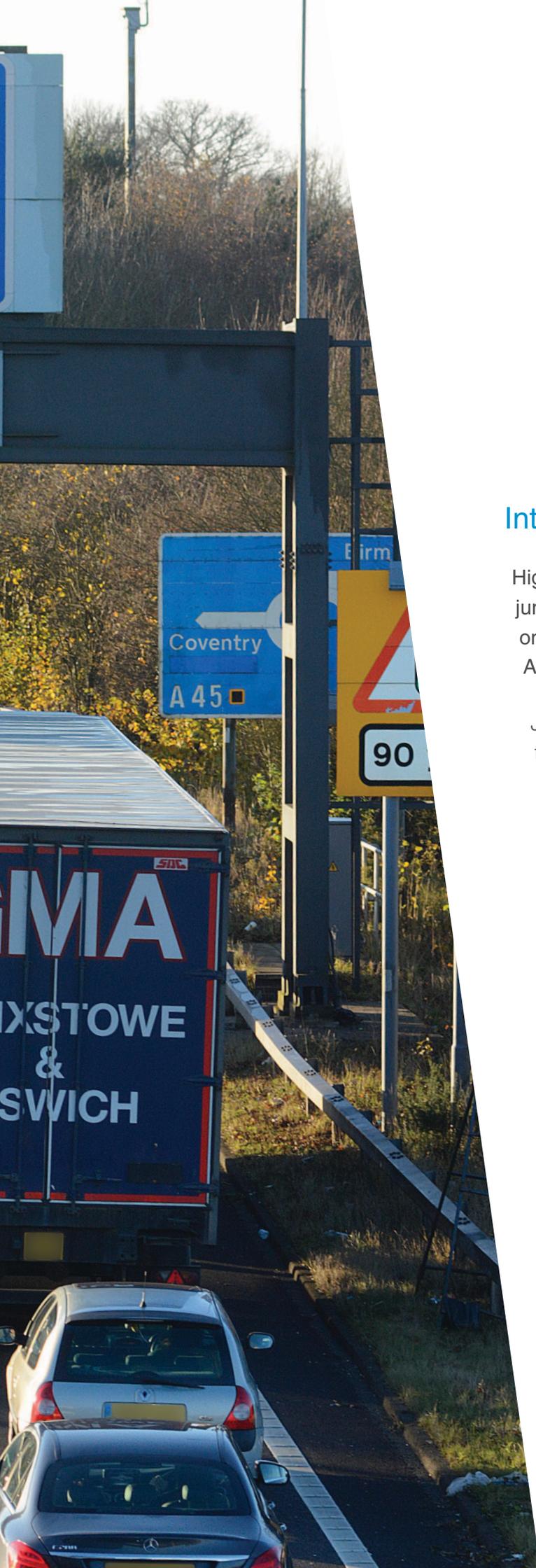


M42 junction 6 Improvement scheme Public Consultation

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 for seven weeks, from **9 December 2016** until **27 January 2017**.

We look forward to hearing from you.



Introduction

Highways England is developing options to improve junction 6 of the M42 to allow better movement of traffic on and off the A45, supporting access to Birmingham Airport and preparing capacity for the new HS2 station.

Junction 6 of the M42 connects the M42 to the A45 to the east of Birmingham near the National Exhibition Centre (NEC). It has almost reached capacity causing severe congestion and delays across the network. This congestion will increase as traffic levels grow due to the planned and aspirational developments in the area.

In order to relieve the congestion, we plan to undertake a comprehensive upgrade of the junction. This will also accommodate the planned developments, and provide added resilience to ensure that future developments can be accommodated with minimum disruption to the public.

Over the last year we have identified and assessed a number of options and have concluded that the best way to improve the capacity of the M42 junction 6 would be to provide a new link from the A45 Clock Interchange to the M42 south of the junction.

We have developed 3 options, which we believe meet the investment, road user and community needs, and would like to hear your views on these options.

Why do we need this scheme?

M42 junction 6 lies at the heart of an area of dynamic growth and is surrounded by a unique mix of existing and proposed major assets that serve both the local and wider economy. Current levels of congestion are having a serious effect on communities and businesses and would constrain future development planned in the area.

Improving the M42 junction 6 will:

- **Promote safe and reliable operation of the wider corridor**

The scheme will improve the safety of the network by providing further resilience and capacity, reducing driver stress and enabling safer access to and from the motorway.

- **Increase capacity of the junction**

The scheme will improve traffic flow by removing a significant amount of vehicles from the roundabout at junction 6.

- **Improve access to key businesses**

Junction 6 is the gateway to an expanding Birmingham Airport, the National Exhibition Centre, Birmingham Business Park and other key businesses in the area. In addition to this planned growth there is also the proposed HS2 station, expected to be operational by 2026. The improvements to junction 6 will support access to these key businesses.

- **Support future economic growth**

Current congestion and journey time reliability issues on the M42 and at junction 6 are significant constraints to future investment and economic growth. An improvement to the junction will encourage continued investment in the regional economy and support new corporate, commercial and residential development opportunities.



Identifying options

During the past year, we have been identifying and validating potential options which could provide solutions to the issues identified at M42 junction 6.

To identify the options we are presenting as part of this consultation, we went through the following 3 stages:

Stage 1

We identified 40 options which would meet our objectives for the scheme.

40 options

A high level assessment was undertaken and six themes remained.

Stage 2

The 6 themes were then assessed in more detail to identify viable options to take to Public Consultation.

Theme 1 North and south junctions	Theme 2 Southern junction	Theme 3 Southern junction with link to HS2	Theme 4 Interchange	Theme 5 Northern junction	Theme 6 Free flow left turns
					
Discarded	Taken forward	Discarded	Discarded	Discarded	Taken forward

Stage 3

This work identified that the only viable solution is to have a new junction to the south with a connection to the A45 Clock Interchange. We have identified three options to match this solution. In addition, one or more free flow left turns at M42 junction 6 could be included with these options.

Option 1

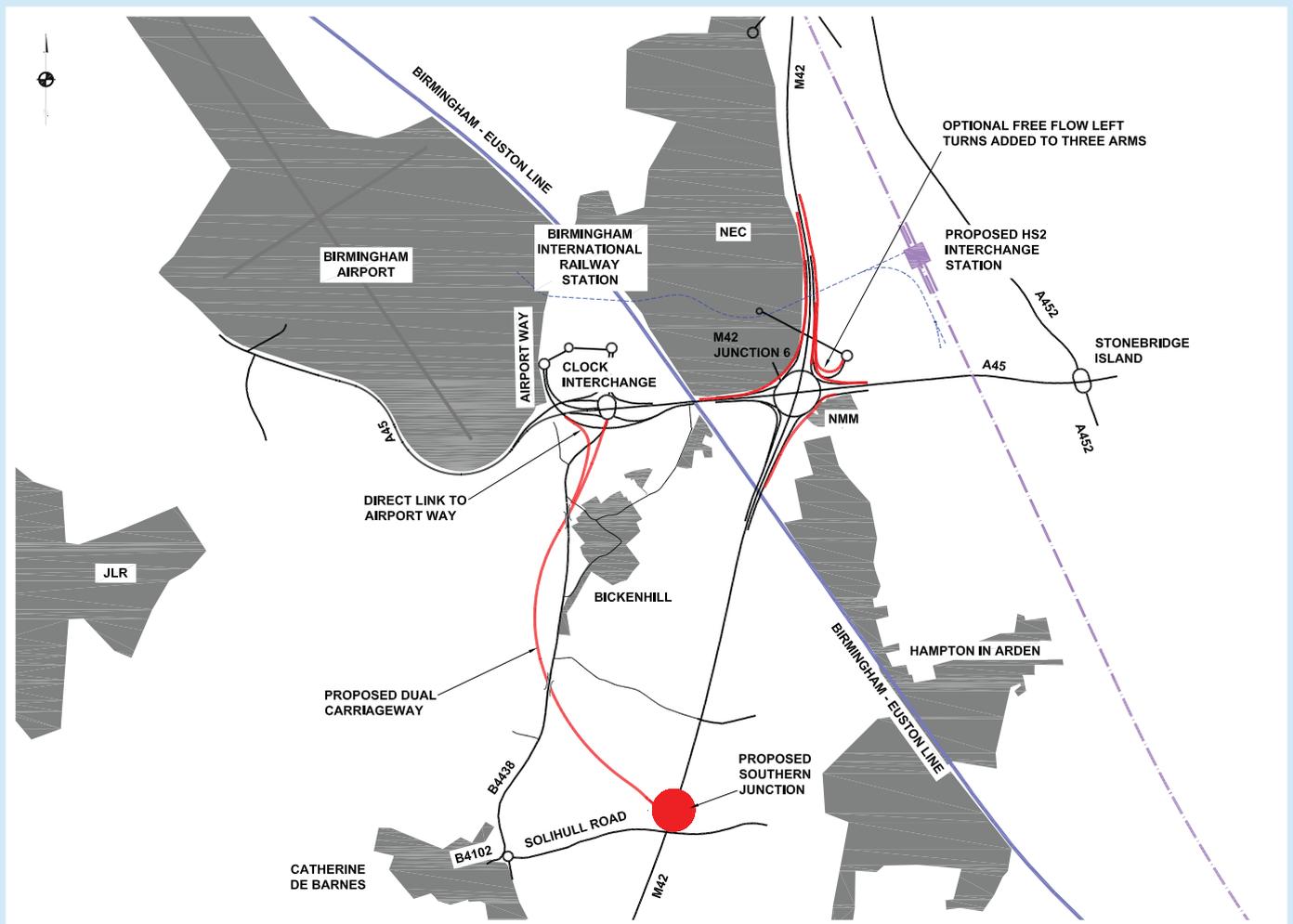
Option 2

Option 3

These 3 options are detailed on the following pages.

Option 1

Link to the west of Bickenhill



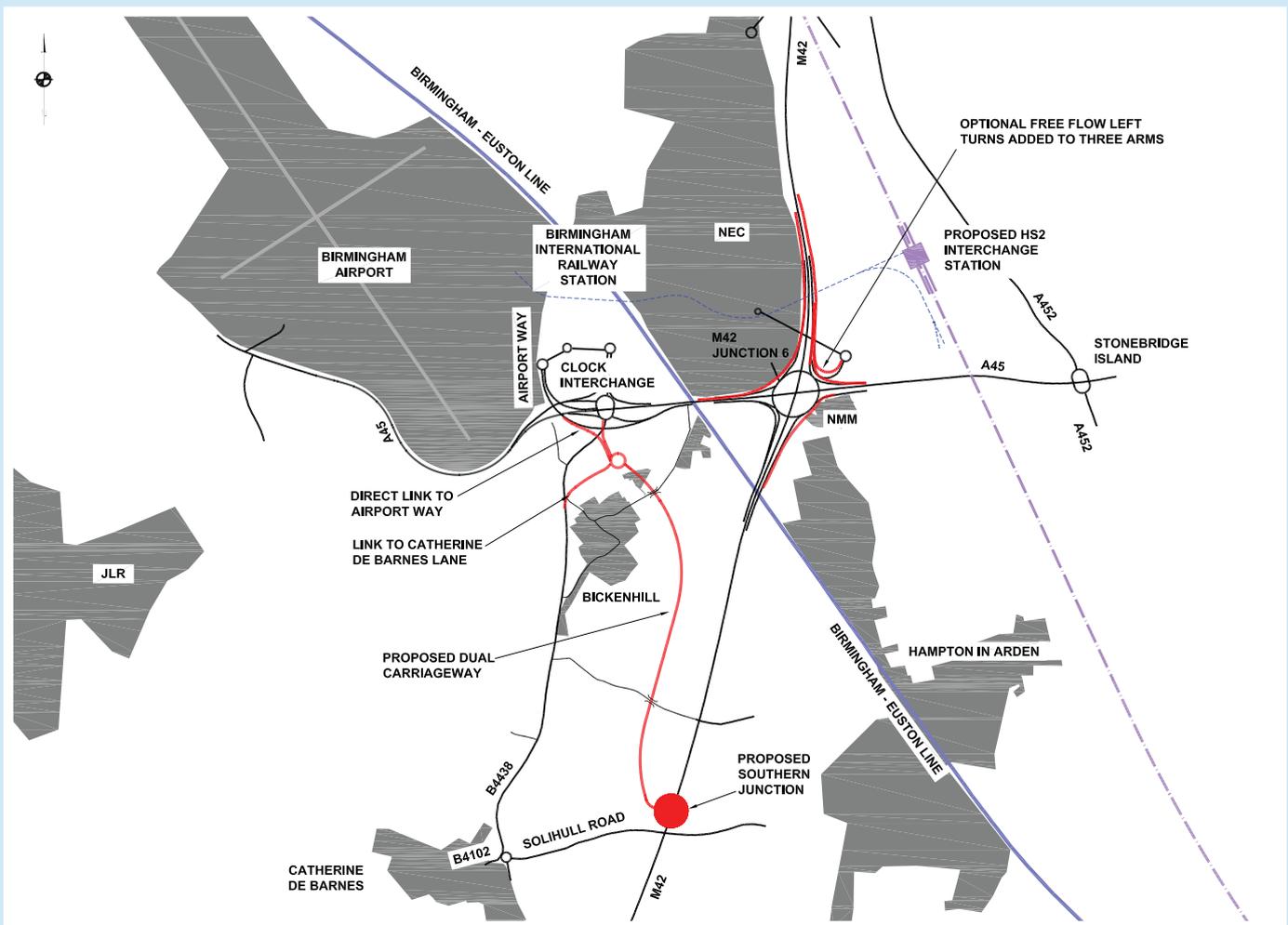
This option would provide a new 2.4 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows of traffic, and free flow links would be provided to give improved access to Birmingham Airport and A45 west.

The new dual carriageway would be to the west of Bickenhill and would generally be below ground level crossing underneath the B4438 (Catherine de Barnes Lane), near Bickenhill and towards the M42. The alignment would tie closely into the existing local road corridor to minimise effect on the green belt.

Connection onto the local roads could be designed to minimise long distance traffic use of local roads whilst enabling access to the Clock Interchange.

Option 2

Link to the east of Bickenhill



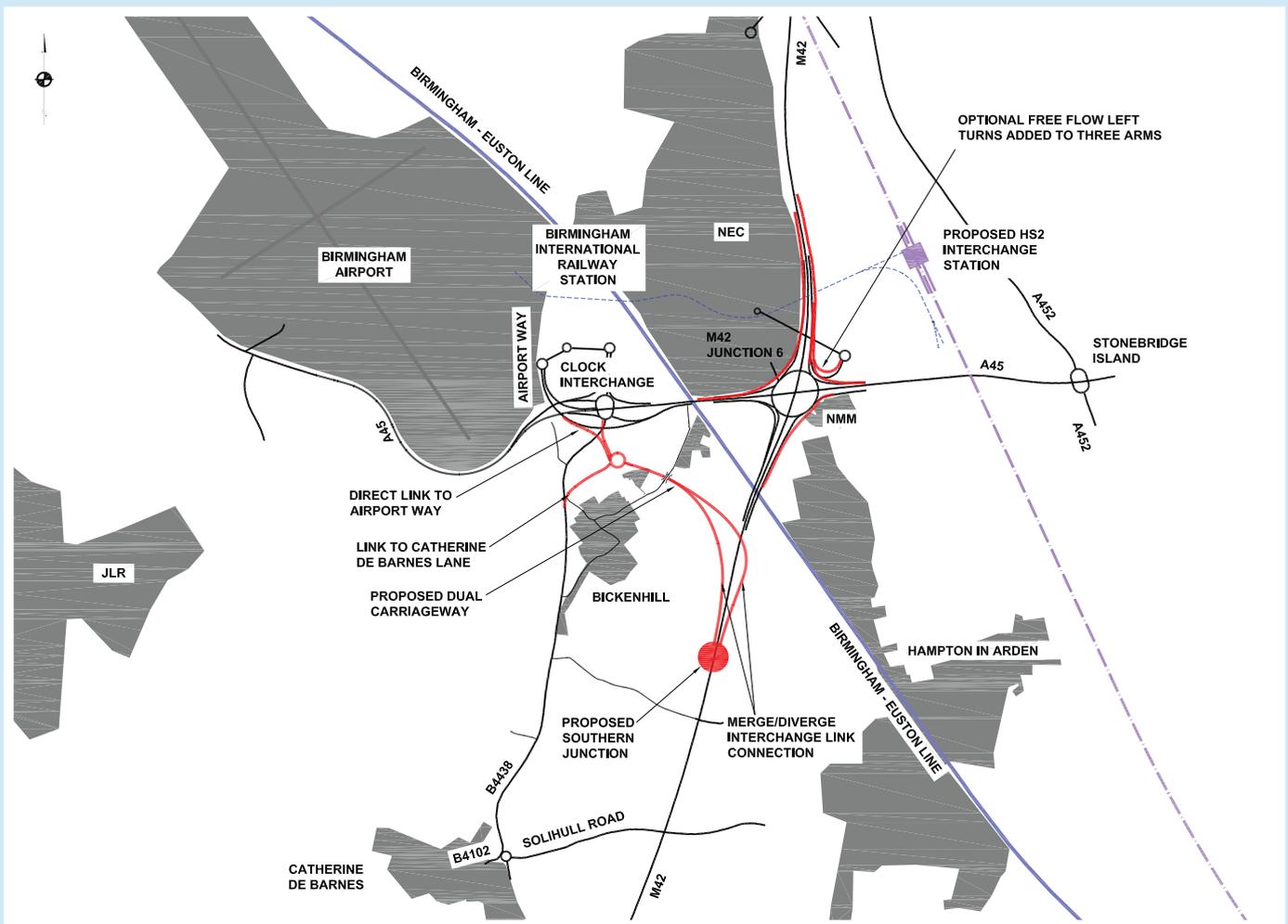
This option would provide a new 2.3 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows of traffic and a free flow link would be provided to improve access to Birmingham Airport and A45 west.

The new dual carriageway would be to the east of Bickenhill and pass beneath Church Lane before returning to existing levels north of Shadowbrook Lane. The alignment would minimise the effect on the green belt as it is closer to the existing M42 corridor through the area.

Connection onto the local roads would be via a new roundabout north of Bickenhill. This roundabout would be at the existing ground level with link roads to the Clock Interchange, Catherine de Barnes Lane and Airport Way.

Option 3

Link to the east of Bickenhill

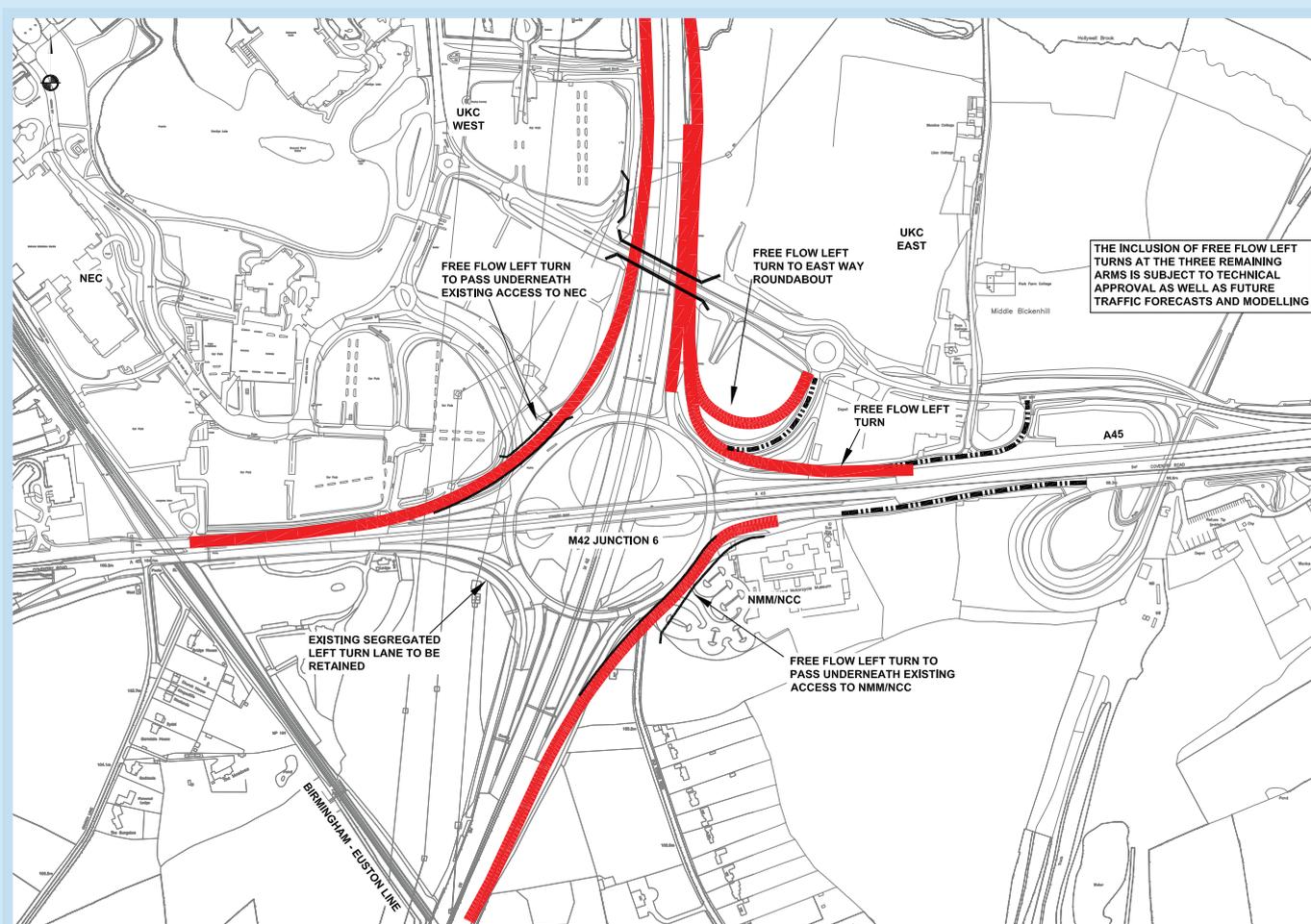


This option would provide a new 1.6 kilometre dual carriageway link between the Clock Interchange and a restricted movements junction with the M42 north of Shadowbrook Lane. This junction would only enable traffic to join the M42 southbound or exit the M42 northbound using free flow links. The Clock Interchange would be improved to accommodate the additional flows of traffic and a free flow link would be provided to improve access to Birmingham Airport and A45 west.

The new dual carriageway would be to the east of Bickenhill and pass beneath Church Lane before rising on an embankment to cross the M42 on a large bridge. The alignment would minimise the effect on the green belt as it is closer to the existing M42 corridor through the area.

Connection onto the local roads would be via a new roundabout north of Bickenhill. This roundabout would be at the existing ground level with link roads to the Clock Interchange, Catherine de Barnes Lane and Airport Way.

Optional free flow left turns



Whichever option we take forward, there is the potential to maximise the improvement at M42 junction 6 even further by providing dedicated free flow left turns.

These links could effectively remove traffic from the roundabout by providing dedicated left turn links at the NEC, National Motorcycle Museum and north east quadrant of the roundabout, and could enhance the scheme in addition to reducing future congestion.

Further design, discussion and more detailed traffic modelling is required to determine the benefits of each link before they could be included.

Environmental and local effects

We attach great importance to the environment. The route options developed minimise the environmental impact where possible. This plan maps out all the proposed route options and the important environmentally sensitive areas

A team of environmental specialists is working very closely with the design team and is involved in all key decisions.

We will carry out an environmental assessment so that we can compare the effects that each option would have on the environment.

As the scheme design develops further, we will be sensitive to the local environment. We will also take steps to safeguard water quality, local ecology and cultural heritage sites.



KEY

- | | | | | | |
|---|--|---|---------------------------------|--|-----------------------------------|
|  | OPTION 1 |  | GREEN BELT |  | SSSI |
|  | OPTION 2 |  | FLOOD ZONE |  | ANCIENT WOODLAND/COPPICE/COPSE |
|  | OPTION 3 |  | RIVER/STREAM/BROOK |  | EXISTING FOOTPATHS |
|  | FREE FLOW LEFTS AT JUNCTION 6 (OPTIONAL) |  | HS2 RAIL ALIGNMENT (INDICATIVE) |  | EXISTING ADVISORY CYCLE ROUTES |
|  | LISTED BUILDINGS (BICKENHILL ONLY) |  | HS2 ROAD ALIGNMENT (INDICATIVE) |  | EXISTING SHARED FOOTPATH/CYCLEWAY |
|  | STRUCTURE LOCATIONS (INDICATIVE) |  | HS2 PEOPLE MOVER (INDICATIVE) |  | EXISTING BRIDLEWAY |
| | |  | EXISTING ROAD NETWORK |  | GREEN MAN TRAIL |

Comparison of options

Impacts		Option 1	Option 2	Option 3	Summary
Scheme objectives	Value for money	Medium	Medium	Medium	Value for money assessment includes committed development and HS2.
	Improves resilience	Significant benefit	Moderate benefit	Slight benefit	Option 3 provides limited resilience due to limited movements at southern junction. Options 2 and 3 do not provide a free flow link to the airport.
	Increase capacity	Yes	Yes	Yes	All options will increase capacity at existing junction.
	Improves access	Significant benefit	Moderate benefit	Slight benefit	Option 1 provides free flow links to airport and Clock Interchange, other options require roundabouts to make connections.
Social	Safety	Slight benefit	Slight benefit	Slight benefit	Improvement at junction 6 has potential to reduce accidents
	Commuting and other users	Moderate benefit	Moderate benefit	Moderate benefit	Options 1 and 2 provide greater resilience and all three improve journey time reliability. Further development of NMU access to be identified and provided as appropriate.
	Reliability impact on commuting and other users	Moderate benefit	Moderate benefit	Moderate benefit	Options 1 and 2 provide greater resilience and all three improve journey time reliability. Further development of NMU access to be identified and provided as appropriate.
	Physical activity	Slight benefit	Slight benefit	Slight benefit	Improvements to NMU routes will be identified and provided as appropriate.
	Accessibility to local road network	Moderate adverse	Slight adverse	Slight adverse	Option 1 has more impact on Catherine de Barnes Lane as accesses are designed to minimise the potential for "rat running". There will be no direct access from Church Lane to the dual carriageway with Options 2 and 3. All options will make local access to Clock Interchange more difficult.
	Journey quality	Moderate benefit	Moderate benefit	Moderate benefit	The scheme will include clear and unambiguous signing to alleviate congestion and improve journey time reliability, lowering driver stress.
	Severance	Moderate adverse	Moderate adverse	Moderate adverse	All options will have impacts on Bickenhill. Option 3 may have comparably less impact.

Comparison of options

Impacts	Option 1	Option 2	Option 3	Summary	
Environmental	Impact on green belt	Moderate adverse	Moderate adverse	Moderate adverse	All options will require land take and sever green belt land.
	Noise	Slight adverse	Slight adverse	Slight adverse	All options introduce a new road corridor potentially increasing noise in Bickenhill. Option 1 provides the best opportunity for mitigation to reduce noise on the surrounding area. All options will result in awareness of construction noise. Noise modelling is required to quantify impacts and develop a mitigation strategy.
	Air quality	Slight adverse	Slight adverse	Slight adverse	All options introduce a new road corridor potentially reducing air quality in Bickenhill. Air quality dispersion modelling is required to quantify impacts.
	Visual impacts	Slight adverse	Moderate adverse	Severe adverse	All options will require mitigation to reduce visual impacts. Option 1 will generally be in cutting to the west of Bickenhill. Options 2 and 3 will pass underneath Church Lane and require street lighting north of Bickenhill. Option 3 will have a large embankment and structure over the M42 to the east of Bickenhill.
	Landscape	Moderate adverse	Moderate adverse	Slight adverse	Option 1 and 2 would result in the permanent loss of ancient woodland. All options involve fragmentation of field patterns around the new link road, increased traffic movements and lighting within the landscape surrounding Bickenhill. A mitigation strategy will be developed in collaboration with ecology consultants.
	Historic environment	Slight adverse	Slight adverse	Slight adverse	Option 1 is closest to the most listed buildings. Mitigation for physical and setting impacts will be developed through the Environmental Assessment process.
	Biodiversity	Slight adverse	Slight adverse	Slight adverse	All options would have potential impacts to local wildlife sites and habitats.
	Water environment	Slight adverse	Slight adverse	Slight adverse	Potential minor impacts to water environment will be mitigated through the design process.

Comparison of options

Impacts		Option 1	Option 2	Option 3	Summary
Economy	Business users and transport providers	Moderate benefit	Moderate benefit	Slight benefit	Options 1 and 2 provide greater resilience and do not preclude future development.
	Reliability impact on business users	Moderate benefit	Moderate benefit	Slight benefit	Options 1 and 2 all movements southern junction maximises resilience which improves reliability.
	Regeneration	Moderate benefit	Moderate benefit	Slight benefit	Options 1 and 2 support known developments and do not preclude future developments in the area.
	Wider impacts	Significant benefit	Moderate benefit	Moderate benefit	All options will support the potential for development in the wider area.

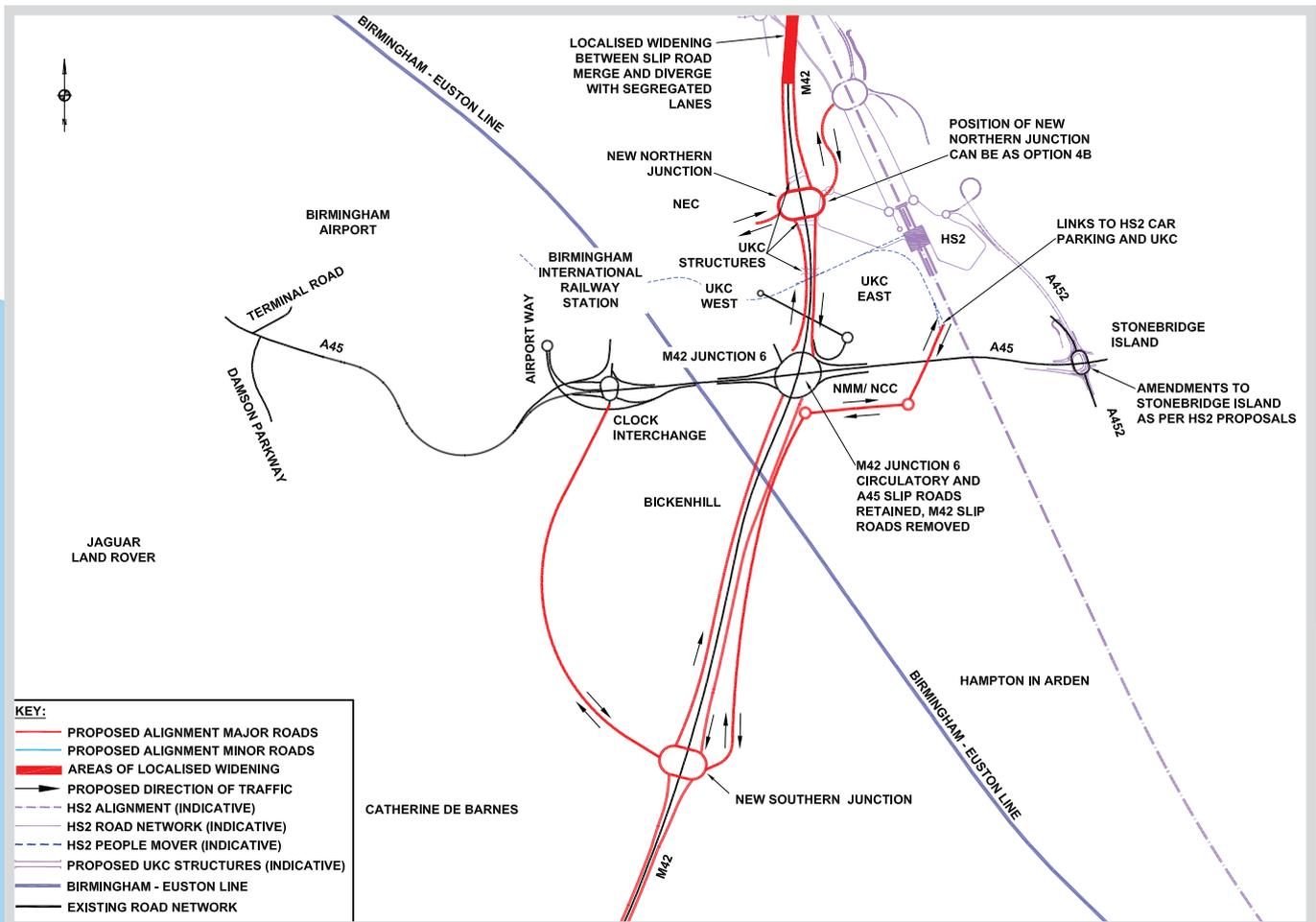
*Tables do not assume significant mitigation. Mitigation to these effects will be discussed with all stakeholders as we develop the scheme prior to formal planning application.



Options considered and discounted

Theme 1 - North & south junctions

Two new junctions - one to the north and one to the south of the existing junction 6.

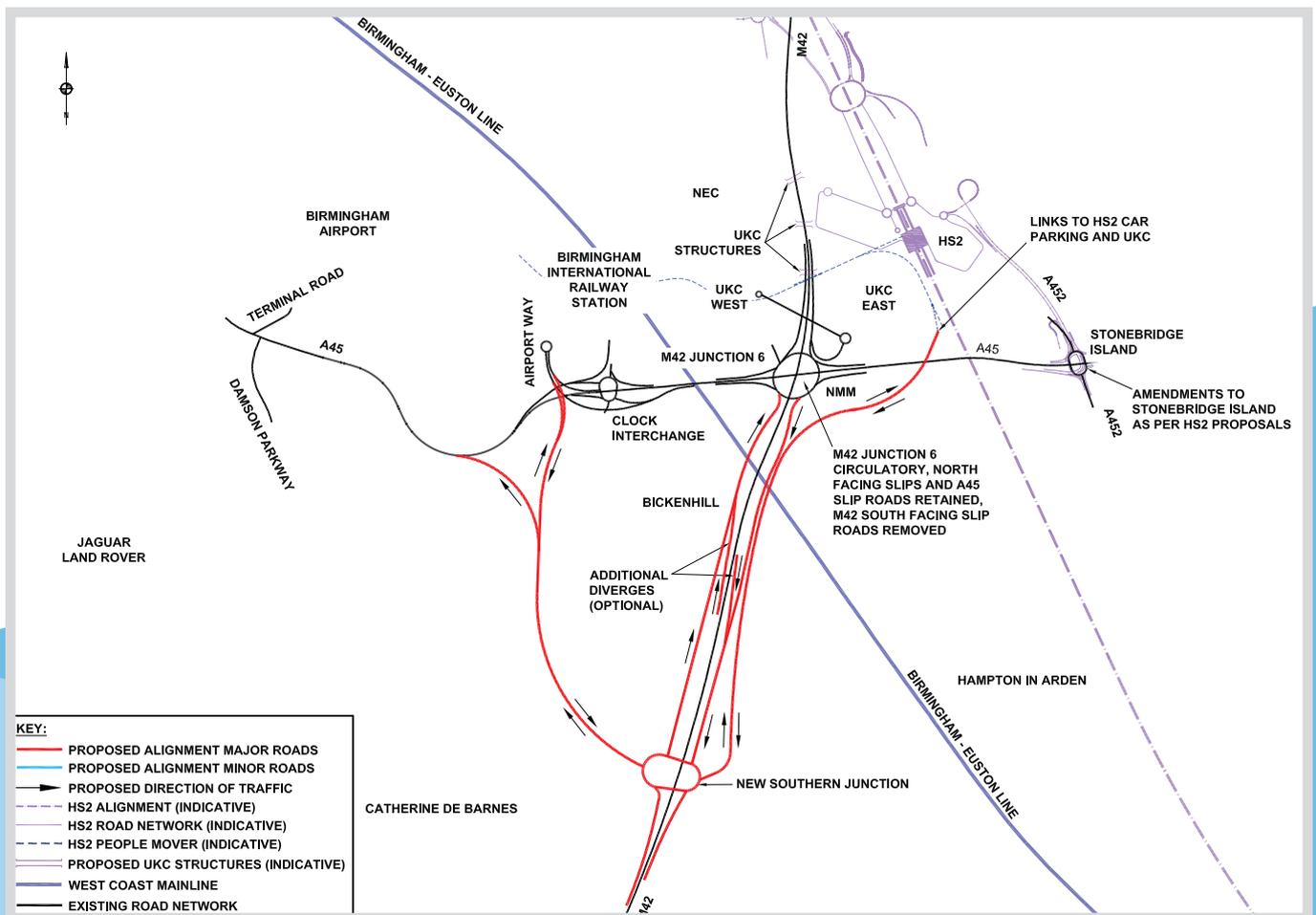


Reasons for rejection

- Significantly exceeds budget; provides very low value for money
- Northern junction would clash with proposed HS2 structures
- Northern junction is too close to M42 junction 7; would not allow safe access and egress onto the motorway
- Considerable impact on local environment (businesses and local villages) and the green belt
- Considerable impact on road users during construction

Theme 3 - Southern junction with link to HS2

New junction to the south of the existing junction 6 with link roads to the Clock Interchange roundabout and a new link to the proposed HS2 station car park.

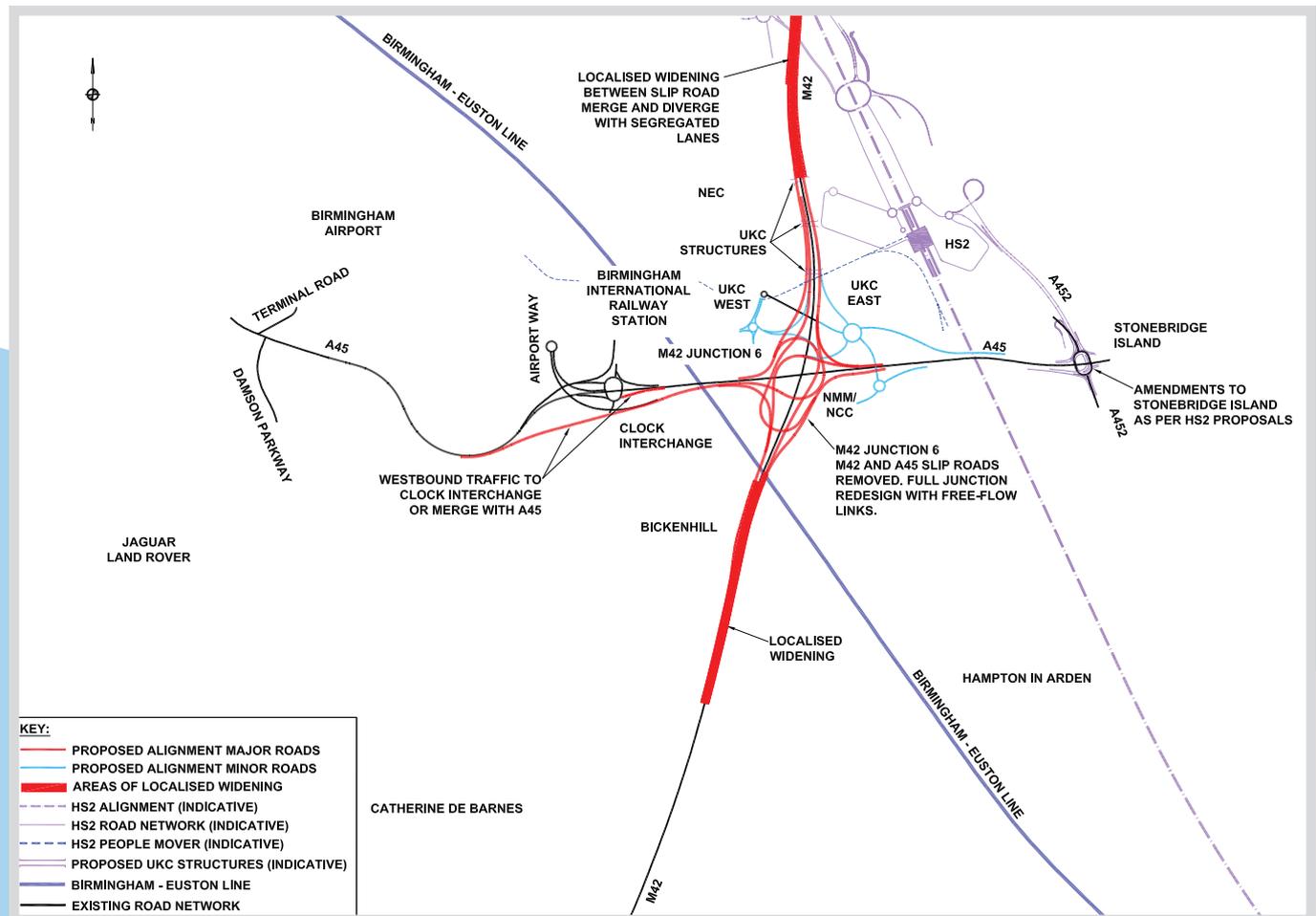


Reasons for rejection

- Significantly exceeds budget; provides very low value for money
- Parallel link roads would have significant effect on green belt
- The eastern link to HS2 development does not provide enough benefit to offset the costs including the effect on local stakeholders
- The western link to A45 does not allow full movements to the A45. It would only enable connection to A45 westbound traffic

Theme 4 - Interchange

Reconstruction of junction 6 as an interchange.

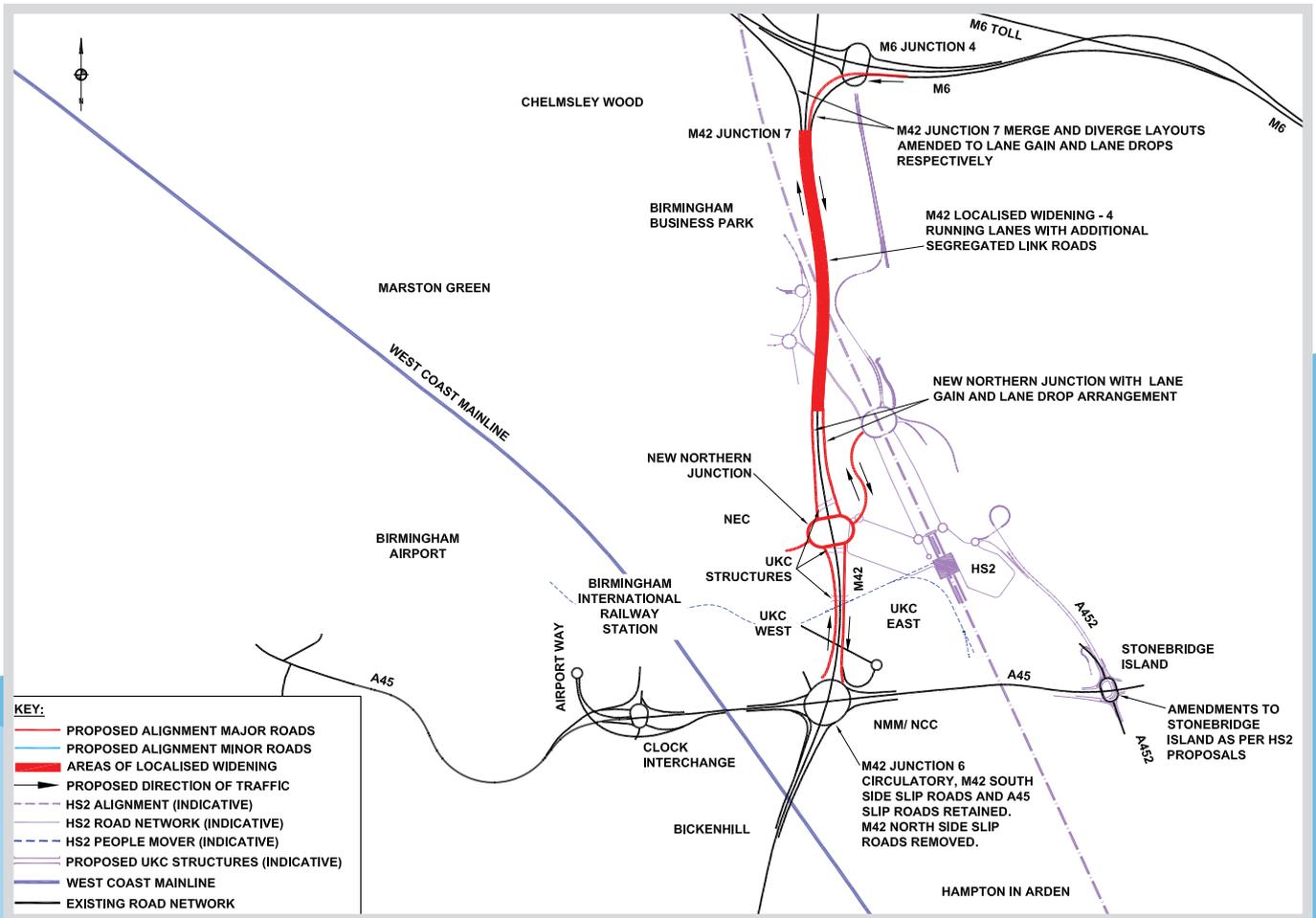


Reasons for rejection

- Significantly exceeds budget; provides very low value for money
- Very challenging to build; considerable impact on road users during construction
- Considerable impact on local businesses and road network during construction (removal of National Motorcycle Museum)
- Interchange would require widening of M42 to 5 lanes

Theme 5 - Northern junction

New junction and link to the north.



Reasons for rejection

- Within budget; provides low value for money
- Northern junction will clash with proposed HS2 structures
- Northern junction is too close to M42 junction 7; would not allow safe entry to and exit from the motorway
- Considerable impact on road users during construction

Next steps

This consultation is your opportunity to express your views on the route options we are proposing ahead of the project team developing the scheme further and choosing a preferred route.

This consultation will run for seven weeks, from 9 December 2016 until 27 January 2017. After the consultation ends, we will publish a report summarising the responses. From this, the project team will make recommendations for further development of the scheme.

Subject to the findings of the consultation, a preferred route announcement will be made in early 2017 and the pre-application stage of the development consent process will begin.

M42 junction 6 Improvement scheme Public Consultation

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) in order 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.

We currently intend to make our application by spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.



We want to hear your views

Your opinion is important to us. Visit one of our consultation events to meet our project team and learn more about the proposed scheme, or find out more about how you can tell us what you think on our website.

Consultation events

Date	Location	Time
Friday 9 December 2016	The Arden Hotel Coventry Road, Solihull B92 0EH	2pm – 8pm
Saturday 10 December 2016	Catherine de Barnes Village Hall Hampton Lane B91 2TJ	10am – 4pm
Monday 12 December 2016	Fentham Hall Marsh Lane, Hampton in Arden B92 0AH	10am – 6pm
Wednesday 4 January 2017	The Core Touchwood, Solihull B91 3RG	10am – 5pm
Saturday 14 January 2017	The NEC North Avenue, Birmingham B40 1NT (between atrium entrances 2 and 3)	9am – 6pm
Wednesday 18 January 2017	Webchat (join in via our website)	11am – 2pm

A further exhibition stand will be available for viewing within the Ladies Kennel Association Show at the NEC on **Saturday 10 and Sunday 11 December 2016**.



You can complete a questionnaire at one of the exhibitions or online via our website:
www.highways.gov.uk/m42-j6

or

contact us:

Highways England, M42 J6 Project Team
The Cube, 199 Wharfedale Street
Birmingham
B1 1RN

email us

m42junction6@highwaysengland.co.uk

go online

www.highways.gov.uk/m42-j6

call us

0300 123 5000

This consultation will run for seven weeks, from
9 December 2016
until **27 January 2017**.

We look forward to hearing from you.





Contact information

You can use the following methods to contact us or to respond to the public consultation:

- complete the questionnaire at the back of this brochure and send to us:

Highways England, M42 J6 Project Team
The Cube, 199 Wharfside Street
Birmingham
B1 1RN

You can also:

- attend a public consultation event and complete a questionnaire
- complete the consultation questionnaire online at www.highways.gov.uk/m42-j6
- email m42junction6@highwaysengland.co.uk
- call **0300 123 5000**



M42 junction 6 improvement scheme Questionnaire

The consultation will run from 9 December 2016 to 27 January 2017.

The closing date for responses is 27 January 2017.

Thank you for taking the time to complete this questionnaire. Your views are important to us. This questionnaire can be completed online, or at one of our exhibitions (please deposit on your way out). Alternatively, you can detach your completed questionnaire from the leaflet and post it to us at our postal address (see page 20)

A1. How often, if at all, do you travel through M42 junction 6?

Almost every day	Weekly	Monthly	Rarely	Never

A2. During the last 12 months at what time of the day / night have you travelled through M42 junction 6?
(Select all that apply)

Peak hours 7am to 10am	Day time 10am to 4pm	Peak hours 4pm to 7pm	Night time 7pm to 7am

A3. Please indicate your reason for using the M42 junction 6 (Select all that apply)

Work / Commuting	Leisure / Personal

A4. To what extent do you agree or disagree that M42 junction 6 needs improving?

Strongly agree	Agree	Neither	Disagree	Strongly disagree

A5. Please provide the postcode for your home and workplace

(this information helps us to understand where people live and work in relation to the scheme. It cannot be used to identify individuals and will be treated in accordance with the Data Protection Act.)

Home _____

Work _____

A6. 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					

A7. Which option do you prefer (please tick)

Option 1	Option 2	Option 3	No preference

A8. Reason for your preferred option

A9. How did you find out about the M42 junction 6 consultation?

- | | |
|---|---|
| <input type="checkbox"/> Letter through door
<input type="checkbox"/> Public notice
<input type="checkbox"/> Highways England website
<input type="checkbox"/> Local newspaper article | <input type="checkbox"/> Direct contact from Highways England
<input type="checkbox"/> Local community group
<input type="checkbox"/> Other (please specify)
_____ |
|---|---|

A10. Do you have any general comments or observations, including anything you think we have missed or overlooked?

Equality and diversity

To help us meet our diversity guidelines please fill in this section. You are not obliged to complete this. The information will only be used by Highways England to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose. Individuals will not be identified when the results are published.

C1. Age

Under 18 18-24 25-34 35-44 45-54 55-64 Over 65

C2. Gender

Male Female Prefer not to say

C3. Please tick which group you consider you belong:

British or Mixed British

English Irish Scottish Welsh Other (specify if you wish) _____

South Asian

Bangladeshi Indian Pakistan Other (specify if you wish) _____

Black

African Caribbean Other (specify if you wish) _____

East Asian

Chinese Japanese Other (specify if you wish) _____

Mixed

Please specify if you wish _____

Any other ethnic background

Please specify if you wish _____ Prefer not to say

C4. Do you follow a religion or faith?

Yes No If 'yes', specify if you wish _____ Prefer not to say

C5. Do you consider yourself to have a disability?

Yes No If 'yes', specify if you wish _____ Prefer not to say



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR148/16**.

Highways England Creative S160498

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