

# M42 junction 6

## Improvement scheme

Statutory public consultation



9 January 2018 to 19 February 2018

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# Introduction

Highways England is a Government-owned company. We are responsible for the operation, maintenance and improvements of England's Strategic Road Network (SRN) of motorways and major A roads. This includes delivery of the Government's Road Investment Strategy (RIS) commitments, published in 2014 by the Department for Transport.

The RIS outlines how the Government plans to invest in the SRN and commits us to undertake a comprehensive upgrade of the M42 junction 6 near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

Junction 6 of the M42 connects the M42 motorway 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.

During 2016, we identified and assessed a number of options to improve the junction. Following a public consultation of the viable options, the preferred route for the scheme was announced on 7 August 2017.

This brochure is in relation to the proposed M42 junction 6 improvement consultation. It is a statutory consultation giving the community and other stakeholders an opportunity to comment on the proposed design of the scheme and held in accordance with the Planning Act 2008 in advance of an application for a Development Consent Order (DCO) to authorise construction of the project.

We propose to submit our DCO application to the Secretary of State by August 2018.



# Consultation

This consultation is your opportunity to express your views on the design of the proposed scheme. Businesses, local authorities, public bodies, road users and communities can play an important part in the development of the scheme design.

**Your feedback is therefore essential to this consultation as it will enable us to improve the**

**scheme before we start the planning process.**

This consultation brochure provides further information and includes a printed questionnaire at the end (also available online at [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6)). The questionnaire can help you to make a formal response to us, although you may respond to us by other means such as an email or letter, see page 27 for additional contact details.

## The consultation process

The proposed scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a DCO in order to obtain permission to construct the scheme.

This consultation exercise is a prescribed process as set out in the Planning Act 2008. It requires the developer of a proposed scheme – in this case Highways England – to consult with statutory bodies, local authorities, landowners, those significantly affected by the scheme proposals and the wider community. Consultation is intended to provide the community and other stakeholders with the opportunity to comment in detail on our scheme proposals – including the route, engineering, environmental, construction and land-take impacts of the proposed scheme – before we submit our DCO application. Feedback

received from this consultation exercise will be used to help shape the scheme proposals ahead of DCO application.

We have worked closely with local authorities in the area to define how we will undertake consultation with local communities and this is set out in our Statement of Community Consultation (SoCC). In addition to the SoCC, we have published a statutory notice under Section 48 of the Planning Act 2008, which was published in local and national papers to notify the wider public about the proposed scheme.

In addition to the statutory consultation process, we will continue to meet local stakeholder groups and interested parties in order to discuss their ideas and concerns with the proposed scheme.

The consultation will run for **6 weeks**, commencing on **9 January 2018** and closing at 23.59 on **19 February 2018**.

This scheme has continually evolved in light of the views received from the consultations undertaken to date.

During this pre-application statutory consultation, we welcome your further comments to help us to continue to shape and develop the scheme before we submit our DCO application.

Following the consultation period, we will review and take account of the responses received in developing the proposals which are taken forward to the DCO application stage. We will produce a consultation report summarising this process.

**This is not your only opportunity to be involved. You will have further opportunities to provide comments and the chance to tell the Planning Inspectorate (acting on behalf of the Secretary of State) what you think, once our DCO application has been submitted in August 2018.**

The Planning Inspectorate may examine the DCO 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.

More information about the DCO process can be found on the Planning Inspectorates website: <http://infrastructure.planningportal.gov.uk>.

## The Planning Act 2008 process for nationally significant infrastructure projects



### How you can be involved

View our proposals	The Planning Inspectorate has 28 days to decide whether the application meets the required standards to proceed, including whether our consultation has been adequate	You can register with the Planning Inspectorate as an interested party to be kept informed of progress and opportunities to be involved. The Planning Inspectorate will set timescales	The Planning Inspectorate has 6 months to carry out an examination	The Planning Inspectorate will make a recommendation to the Secretary of State within 3 months. The Secretary of State then has a further 3 months to issue a decision	There is the opportunity for legal challenge
Attend our consultation events in January 2018			Registered parties can send written comments to the Planning Inspectorate		
Provide your comments by 23.59 on 19 February 2018			They can ask to speak at a public hearing		

## Why do we need this scheme?

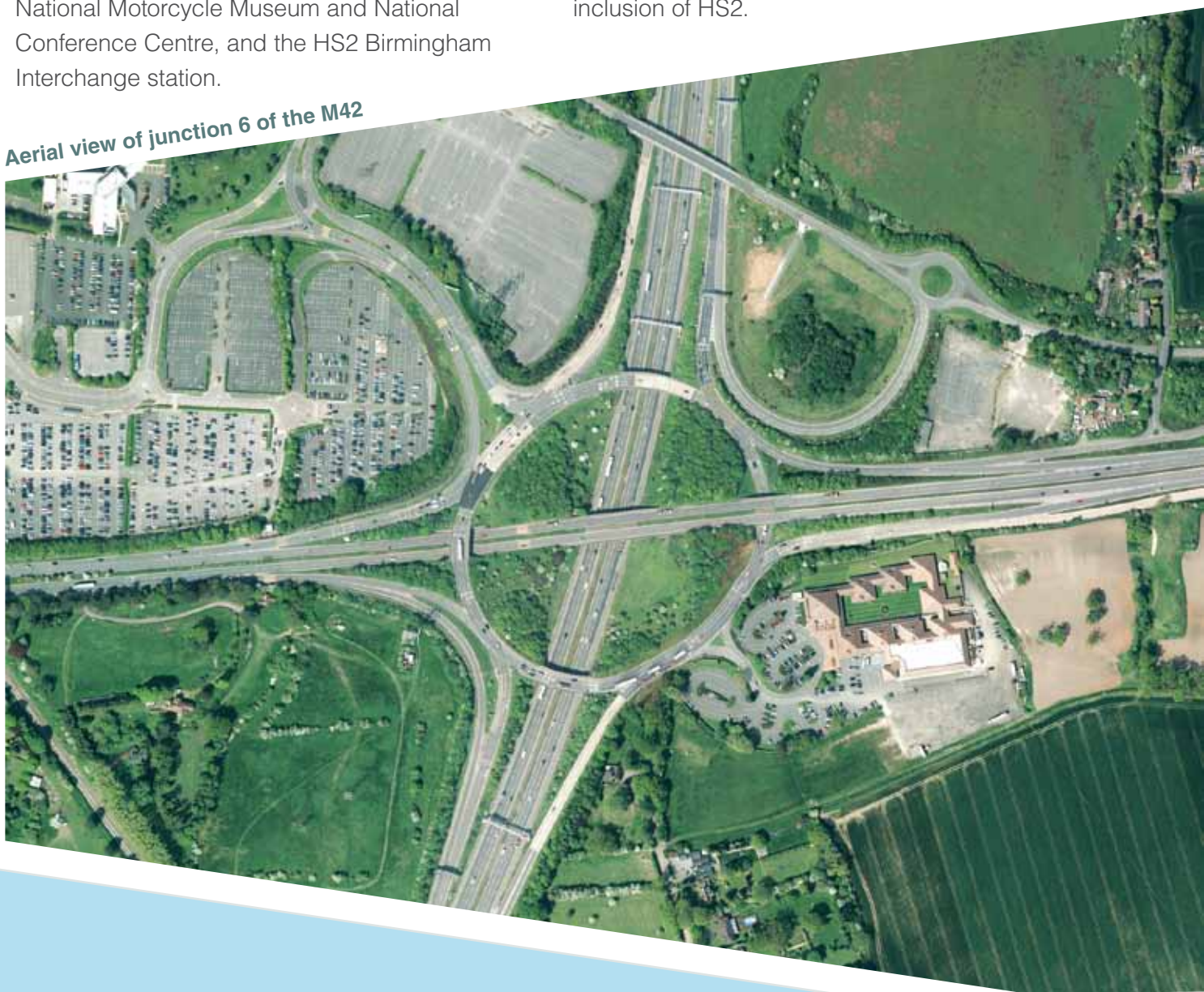
Junction 6 of the M42 sits on the eastern side of Birmingham. It is an important junction on the SRN and part of a collection of roads referred to as the Birmingham Box (M5 on the west side, M6 on the north side, M42 east and south side).

The junction lies at the heart of an area of dynamic growth and is surrounded by a unique mix of major assets that serve both the local and wider economy. It is located north of Solihull and provides the main access on to the SRN for Birmingham Airport, the NEC, Birmingham Business Park, Jaguar Land Rover (JLR), the National Motorcycle Museum and National Conference Centre, and the HS2 Birmingham Interchange station.

In addition to these major assets, the area adjacent to junction 6 of the M42 (immediately to the north-east) is earmarked for development by others to maximize the growth opportunity HS2 will bring.

The junction has almost reached capacity causing severe congestion and delays across the network. Current congestion and journey reliability issues are a significant constraint to future investment and economic growth. Junction 6 does not have sufficient capacity to accommodate predicted traffic growth beyond 2019, even without the inclusion of HS2.

Aerial view of junction 6 of the M42



# Scheme benefits and objectives

The Government's strategic vision for the SRN is to make journeys better in the Midlands by operating, maintaining and improving major A roads and motorways, by delivering a programme of investment to ensure that the region's roads are fit for now and the future.

Specific objectives of the M42 junction 6 improvement scheme are to:

- **Promote the safe and reliable operation of the road network**

The scheme will improve the safety of the network by providing additional capacity, reducing driver stress and enabling safer access to and from the motorway. It will also improve the non-motorised user (NMU) routes in the area, providing improved access across the A45 to link with other NMU provision in the area.

- **Increase the capacity of the junction**

The scheme will improve traffic flow by removing a significant amount of vehicles from the roundabout at junction 6. It will also provide improvements to Clock Interchange on the A45 to the west of junction 6 to increase its capacity and to ensure it can manage the increased traffic using it.

- **Improve access to key businesses**

Junction 6 provides a connection between the SRN, and the A45 Coventry Road, providing strategic access to Birmingham (to the west) and Coventry (to the east). It provides the main access to an expanding Birmingham Airport, Birmingham International Railway Station and JLR, the NEC, the National Motorcycle Museum and National Conference Centre, and the HS2 Birmingham Interchange station, expected to be operational by 2026.

- **Support 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 opportunities, for example the proposals by UK Central for a mixed-use development immediately north-east of junction 6, which will maximise the benefits HS2 can bring to the region.

Promote the safe and reliable operation of the road network **1**

Increase the capacity of the junction **2**

Improve access to key businesses **3**

Support economic growth **4**

# Evolution of the scheme

The Government announced funding of £282 million for the proposed M42 junction 6 Improvement scheme as part of the RIS in 2014. Highways England has carried out assessment work to identify the best option to take forward to improve the junction, which culminated in the Preferred Route Announcement (PRA) in August 2017.

A detailed explanation of this process is available in the Scheme Assessment Report, published by Highways England in August 2017 is available at:

<https://highwaysengland.citizenspace.com/he/m42-junction-6-improvement/>

## Stage 1







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

40 options

A high level assessment was undertaken and 6 themes remained.

## Stage 2

The 6 themes were then assessed in more detail to identify viable options to take to the public consultation.

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

## Stage 3

The 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

## Stage 4

The 3 viable options were presented at a public consultation in December 2016 / January 2017. Feedback responses were supportive of the scheme, with 71% of responses in favour of a junction improvement and 64% of responses being in favour of Option 1. Following further assessment of the responses, Highways England announced a slightly modified Option 1 as the preferred route.

Preferred route



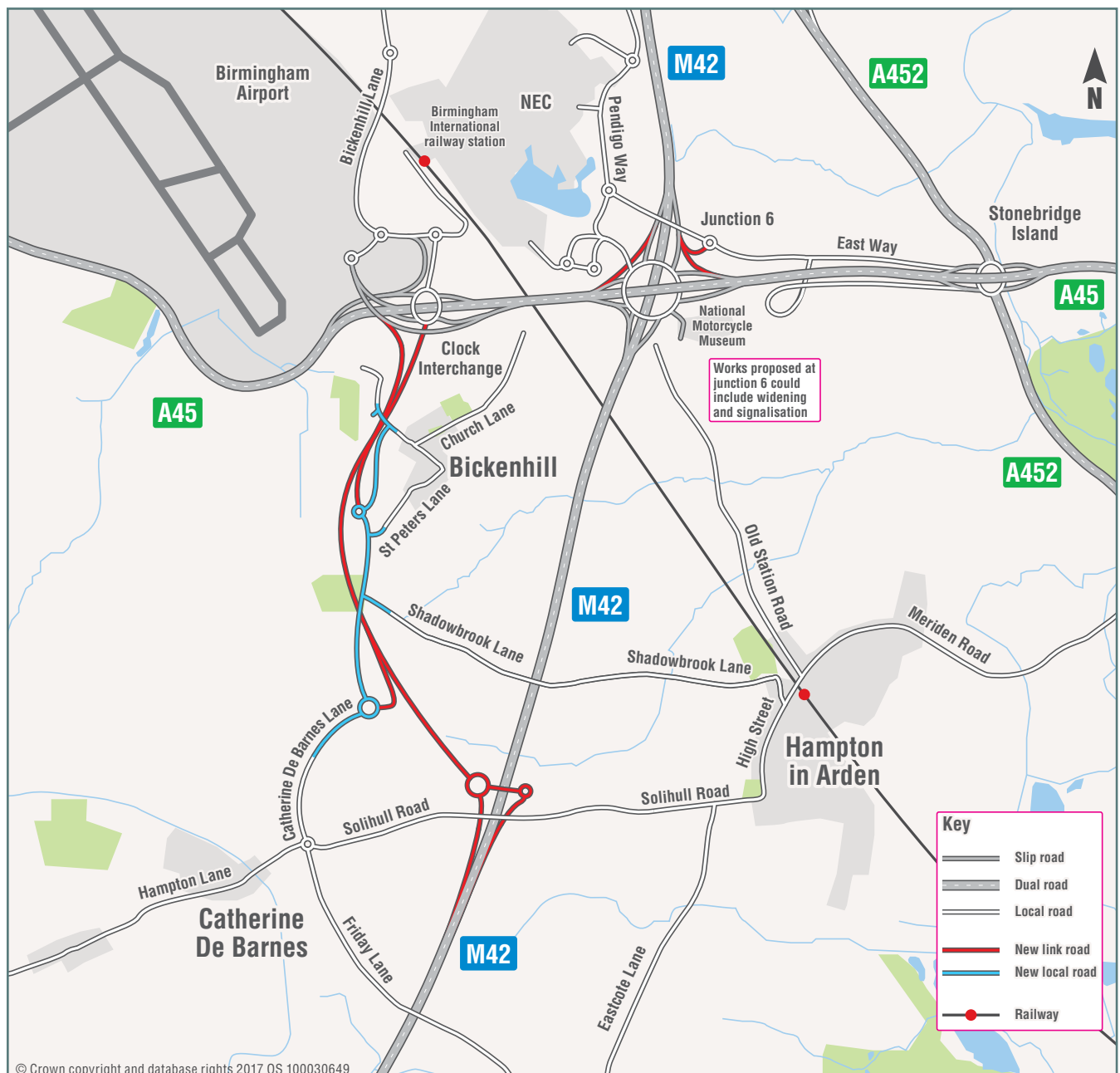
# The preferred route

Following the consultation in December 2016 / January 2017, Highways England continued to develop the presented options taking into account comments and issues raised. Our assessment demonstrated that a slightly modified version of Option 1 would provide the best performing route overall, by minimising the impact on local communities and a nearby Site of Special Scientific Interest (SSSI) while maximising the resilience and performance of the road network so it can cope with future traffic impact.

The proposed modifications to Option 1 were incorporated into the preferred route announced on 7 August 2017 and is available to view at: [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6).

The key features of the preferred route are:

- A new junction on the M42, south of junction 6
- Improvements to junction 6 including free flow links around the north-west and north-east of the M42 junction 6
- Improvements to Clock Interchange and the A45 between Clock Interchange and the M42
- A new 1.5 mile (2.4 km) dual carriageway link road to the west of Bickenhill, will link Clock Interchange and a new junction on the M42, south of junction 6



## Incorporating your views

It is important for Highways England to understand the views of the community and other stakeholders and to consider these as we continue to develop our scheme proposals. After the PRA and in addition to the consultation held in 2016 / 2017, Highways England also used an online consultation platform called Commonplace to engage with, and seek the views of, interested parties about the scheme. To read these comments in full you can visit the website: <https://m42junction6.commonplace.is/>.

Feedback from Commonplace has highlighted some key themes and concerns, such as:

### Local footpaths

Customers raised concerns about the footpath that runs west to Castle Hills and Elmdon and the safe crossing of pedestrians over the new dual carriageway.

The scheme proposals include two crossings of the new cutting (where the road is below the existing ground level), to the south close to the current junction of Shadowbrook Lane and Catherine de Barnes Lane, and to the north near the current junction of St. Peters Lane and Catherine de Barnes Lane, close to the caravan park. Both crossing points will include provision for pedestrians and cyclists. We are also looking closely at safe connectivity across the A45 corridor. This may include a new footbridge crossing.

### Poor signage

Customers said the current signage at junction 6 is somewhat confusing and some people change lanes inappropriately.

We are working with Solihull Metropolitan Borough Council (SMBC) to develop revised signing arrangements as part of the scheme. This will include a review of existing signing on the A45 and Airport Way.

### Southern junction connectivity

Customers asked whether Hampton-in-Arden traffic could join the M42 at the new junction.

We undertook extensive traffic modelling to establish the best option, the results showed that direct connections from Solihull Road and the southern junction would increase traffic on local roads through Catherine de Barnes and Hampton-in-Arden and would encourage drivers to use local roads as a rat-run. Discouraging this driver behaviour was raised as an important local issue and we have developed our proposed local road strategy with this in mind.

### Cycle management

Customers said they would like improved north / south cycle links and safe cycle traffic to be enabled out of Solihull toward Coleshill and Tamworth.

Highways England is working with SMBC and other stakeholders to explore opportunities to enhance the rights of way network beyond mitigating direct impacts of the scheme. Improving NMU provision is an objective of the scheme to improve connections between local communities, major assets and places of employment.

## What are we proposing?

Since the PRA, we have continued to develop the scheme proposals. We are now in a position to present this next stage of scheme development as part of the statutory consultation, in accordance with the Planning Act 2008.

The plans in this brochure show proposed carriageways, accesses and access roads, proposed landscaping and water features and indicate the impact on existing footpaths, bridleways and other rights of way. The plan also indicates where the road is above the existing ground level on an embankment or below the existing ground level in a cutting.

A 1.5 mile (2.4 km) dual carriageway link road will connect a new southern junction to the Clock Interchange on the A45. The link road has been designed to be below existing ground level for much of its length to minimise potential visual and environmental impacts.

The link road will pass beneath Catherine de Barnes Lane at two locations, by the Gaelic Athletic Association sports ground, and close

to the junction of St. Peters Lane to the west of Bickenhill. Catherine de Barnes Lane will be realigned and new bridges built at existing ground level to cross over the link road.

A new roundabout will be built to the north-west of the southern junction, near to Birmingham Dogs Home. This will allow traffic travelling north to join the new link road from Catherine de Barnes Lane. Another roundabout junction will be built in between the link road and Bickenhill to allow traffic from the link road travelling south to join Catherine de Barnes Lane, Shadow Brook Lane and Clock Lane. As with Solihull Road Bridge, this strategy was developed to discourage the use of the link as a rat-run on the local road network to Solihull, which is a local concern.

At the northern end of the new link road, prior to Clock Interchange, a dedicated slip road will rise to connect directly to Airport Way.



# Cycle routes and non-motorised user (NMU)

The proposed scheme will enhance connections by creating integrated and safe routes for the movement of NMUs between local communities, attractions and places of employment.

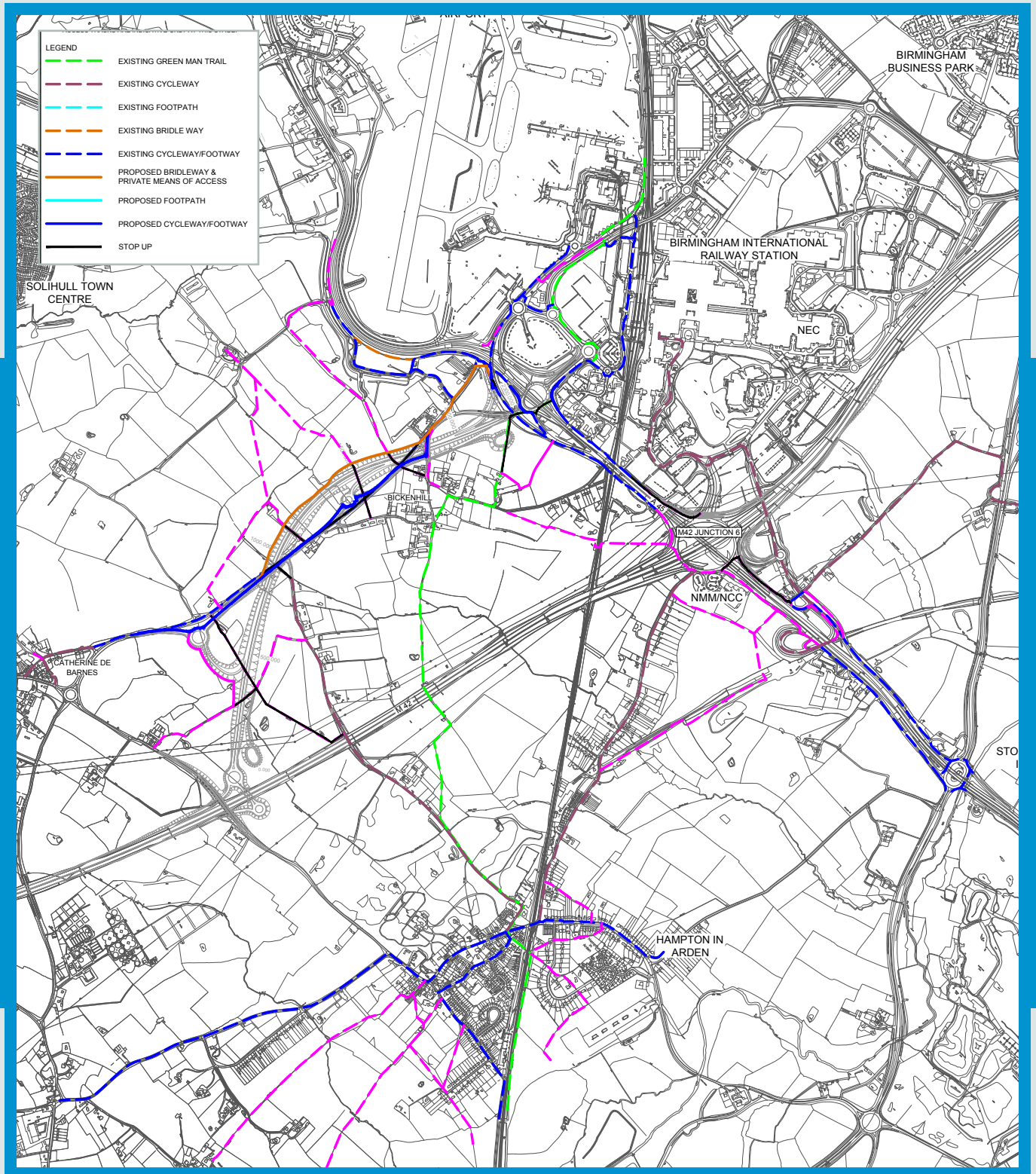
We propose a shared cycleway / footway alongside the realigned Catherine de Barnes Lane to provide a continuous NMU route, linking Catherine de Barnes and Bickenhill to the larger communities towards Solihull and Marston Green.

The cycleway / footway will be surfaced and will be slightly separated from the carriageway to provide protection to the NMUs. A bridleway / footpath is also proposed to the west of the link road which will also reconnect severed footpaths. A footbridge / cycle bridge could be provided over the A45, from Clock Lane providing safe movement to Birmingham Airport and wider NMU network.

## **The Principles of the NMU design are presented below:**

- The integrity and sensitivity of existing NMU routes will be taken into account in the design development process.
- Maintain existing levels of NMU route connectivity and, where possible, improve for all types of users including vulnerable users.
- Understand local demand and desire lines informed by usage survey, questionnaires and consultation.
- Liaise with local stakeholders and Solihull Metropolitan Borough Council (SMBC) to identify opportunities to integrate the scheme with existing NMU routes, public transport facilities and local communities within the corridor.
- Where possible, the scheme will utilise redundant sections of carriageway as NMU routes.
- Incorporate NMU requirements and provisions into the design of side roads and accesses.

# Cycle routes and non-motorised user (NMU)



# Traffic

We have analysed the existing traffic flows and delays in the area to understand the congestion problem. We have used a number of computer-based traffic models to analyse the impact of our proposed scheme on the road network, vehicle movements and travel times.

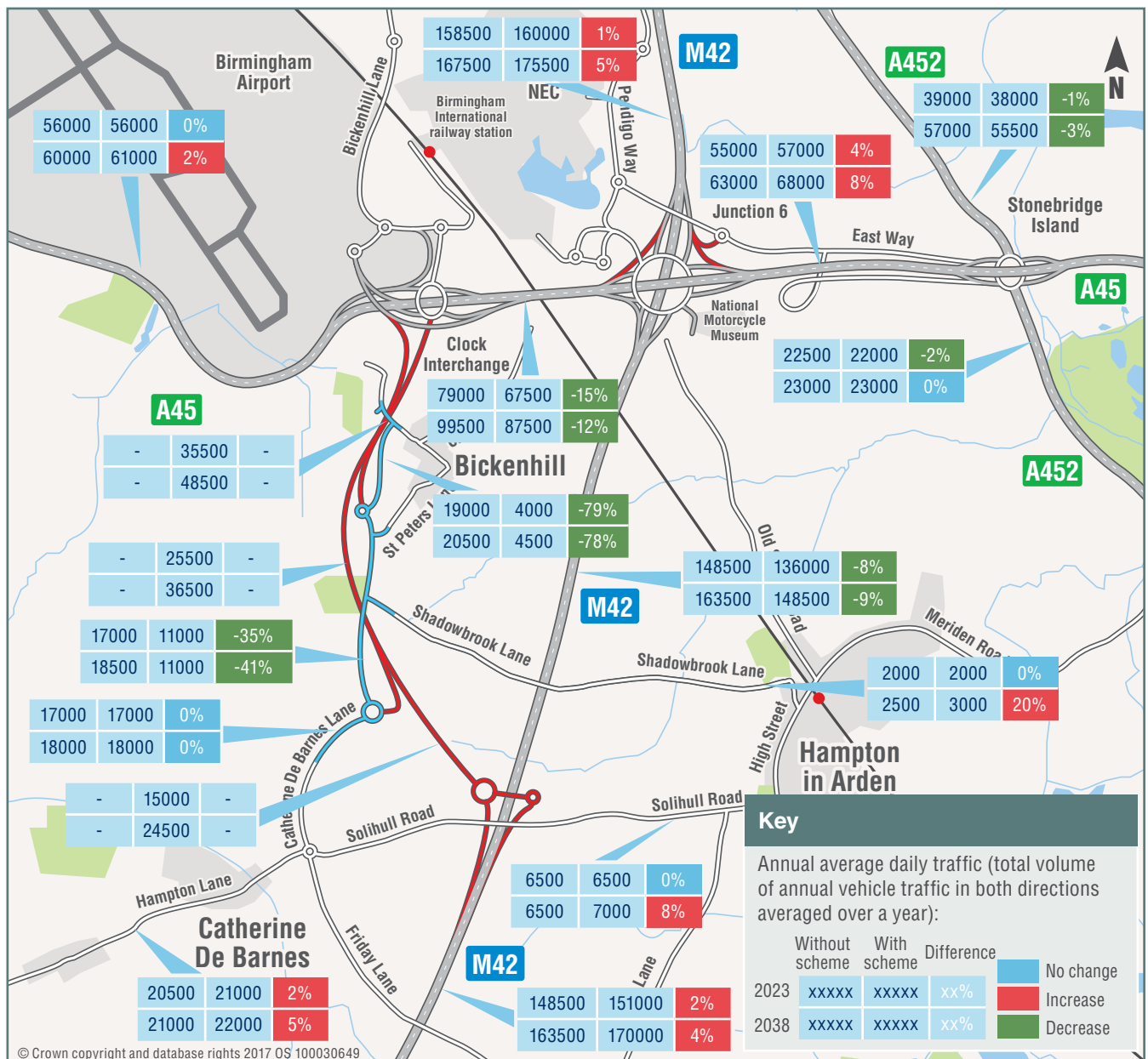
This information is being used to understand the detailed requirements of the scheme as follows:

- Highway design, such as the number of lanes required and types of junctions
- Environmental assessment, such as the potential for noise and air quality impacts
- Economic assessment, to determine value for money

We have estimated traffic flows for 2023, the expected scheme opening year, and for 2038, 15 years after opening. The highway design is based on predicted 2038 traffic flows.

The diagram below provides an overview of the traffic predictions showing:

- Slight reductions on M42 south of junction 6
- Slight reductions on A45 west of junction 6
- Major reductions on B4438 Catherine de Barnes Lane
- Slight increases to some of the other surrounding roads



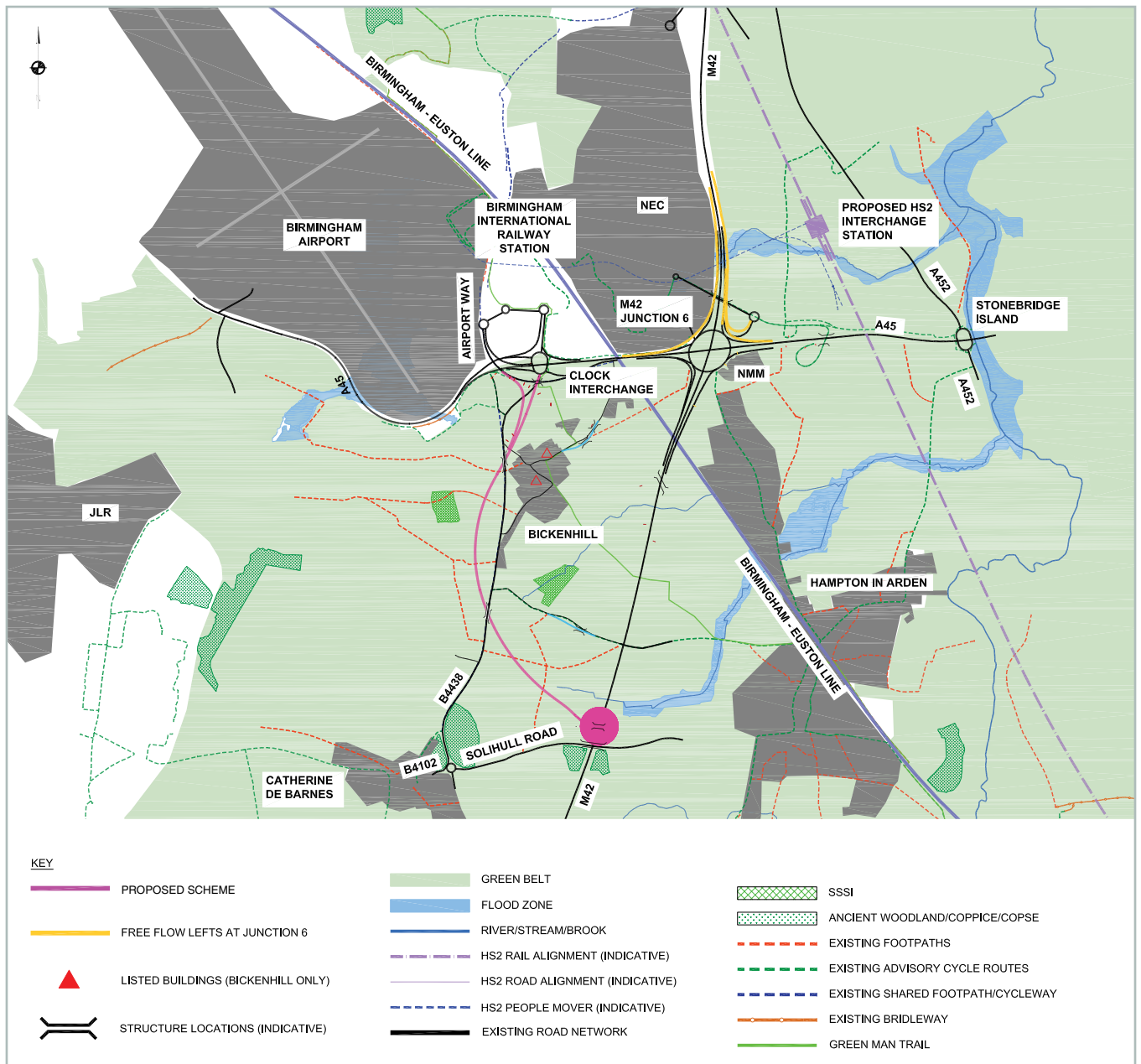
# Impacts on the environment

The proposed scheme would pass through a predominantly rural environment to the west of the existing M42, known as the Meriden Gap green belt. Highways England is seeking to minimise the potential effects of road construction, operation and maintenance on the environment and aims to make its activities as sustainable as possible.

We are currently undertaking an assessment to identify the potential environmental impacts and subsequent effects of the proposed scheme. This includes identifying where mitigation measures may be required and what form they might take.

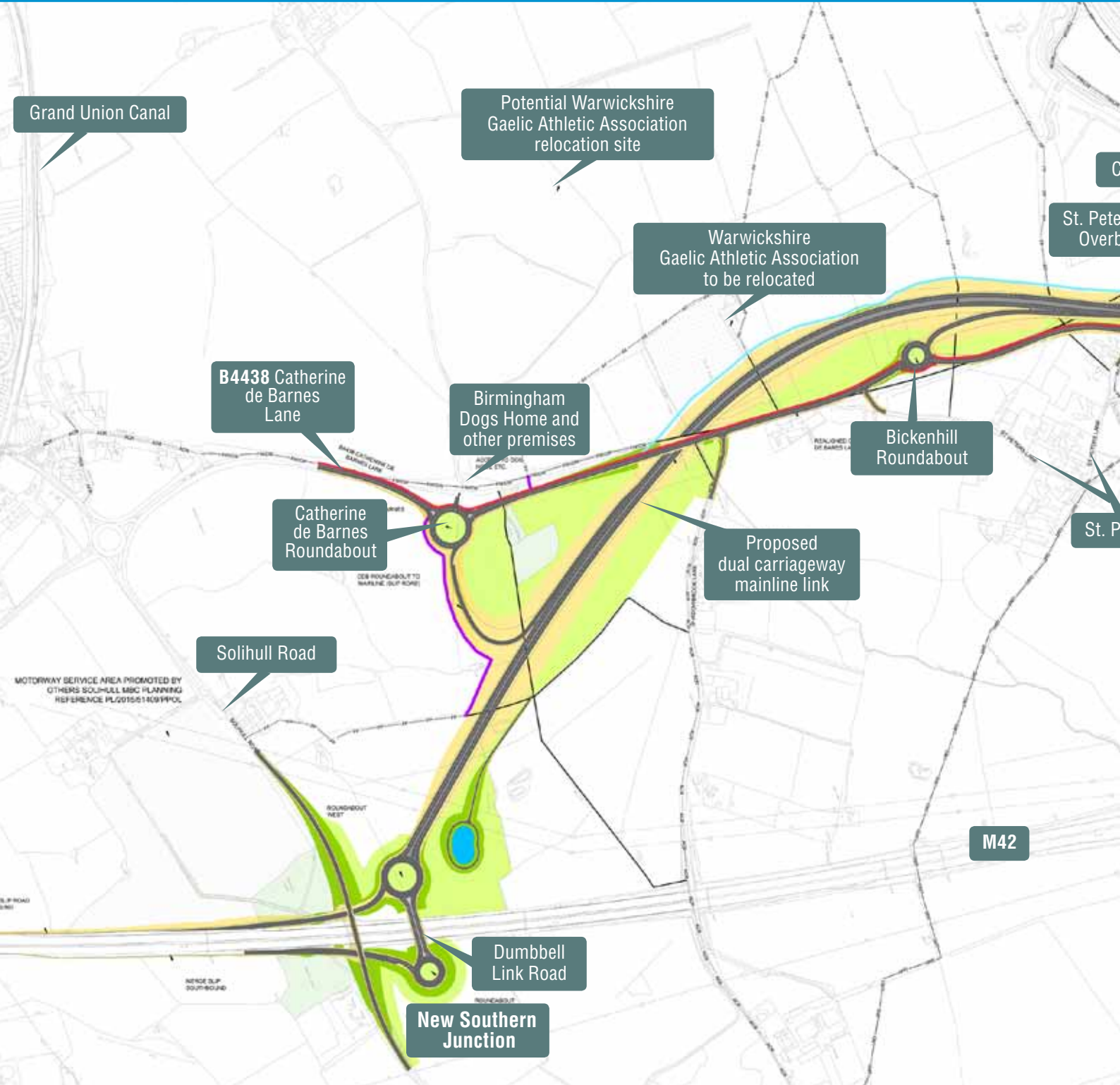
A summary of the proposed scheme's potential environmental effects is available in the form of a Preliminary Environmental Information Report (PEIR). Following consultation, the proposed scheme design will be further developed and a full assessment of the environmental impacts will be undertaken – this will be reported in the form of an Environmental Statement which will be submitted as part of the DCO application.

## Environmental map

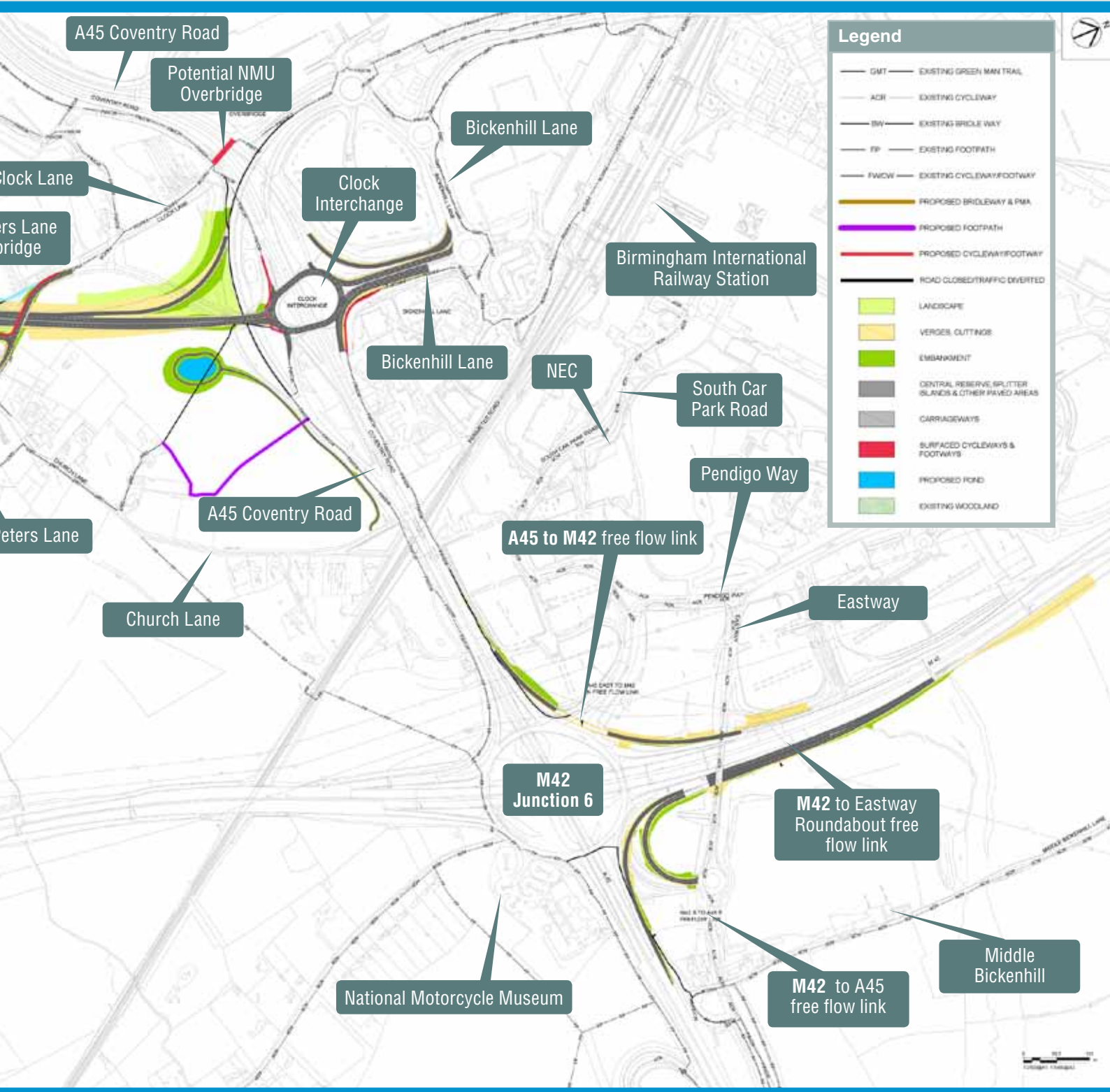


# Scheme in more detail

## Overview of scheme







Legend	
— GMT —	EXISTING GREEN MAN TRAIL
— ACW —	EXISTING CYCLEWAY
— BW —	EXISTING BRIDLE WAY
— FP —	EXISTING FOOTPATH
— FWIW —	EXISTING CYCLEWAY/FOOTWAY
<span style="color: yellow;">█</span>	PROPOSED BRIDLEWAY & PMA
<span style="color: purple;">█</span>	PROPOSED FOOTPATH
<span style="color: red;">█</span>	PROPOSED CYCLEWAY/FOOTWAY
<span style="color: black;">█</span>	ROAD CLOSED/TRAFFIC DIVERTED
<span style="color: lightgreen;">█</span>	LANDSCAPE
<span style="color: yellow;">█</span>	VERGES, CUTTINGS
<span style="color: limegreen;">█</span>	EMBANKMENT
<span style="color: grey;">█</span>	CENTRAL RESERVE, SPLITTER ISLANDS & OTHER PAVED AREAS
<span style="color: grey;">█</span>	CARRIAGEWAYS
<span style="color: red;">█</span>	SURFACED CYCLEWAYS & FOOTWAYS
<span style="color: cyan;">█</span>	PROPOSED FORD
<span style="color: lightgreen;">█</span>	EXISTING WOODLAND

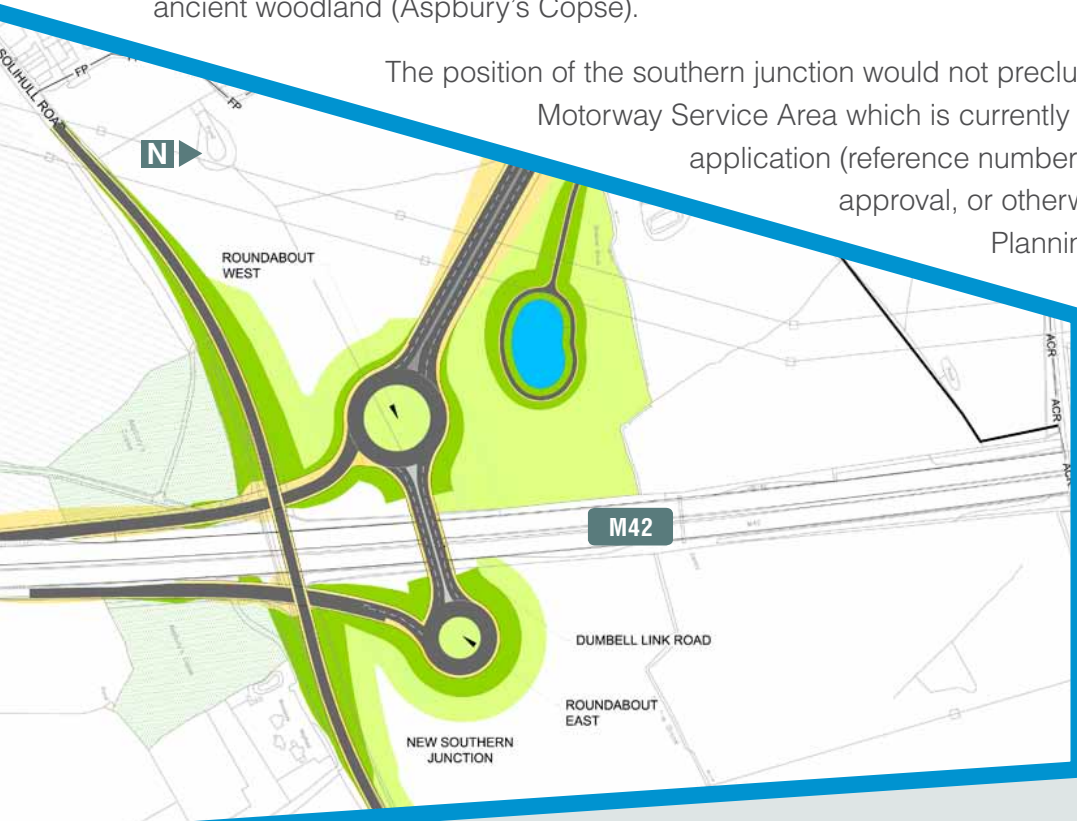


## Southern junction and Solihull Road

The new southern junction is located just over one mile south of junction 6 of the M42. Traffic analysis shows that relatively few vehicles would use north-facing slip roads at the new junction; therefore these are not included in the design. Although the slip roads would add resilience to the network, operational and safety impacts were assessed as outweighing the resilience benefit.

The position of the south-facing slip road layouts have been designed to reduce the impact to the ancient woodland (Aspbury's Copse).

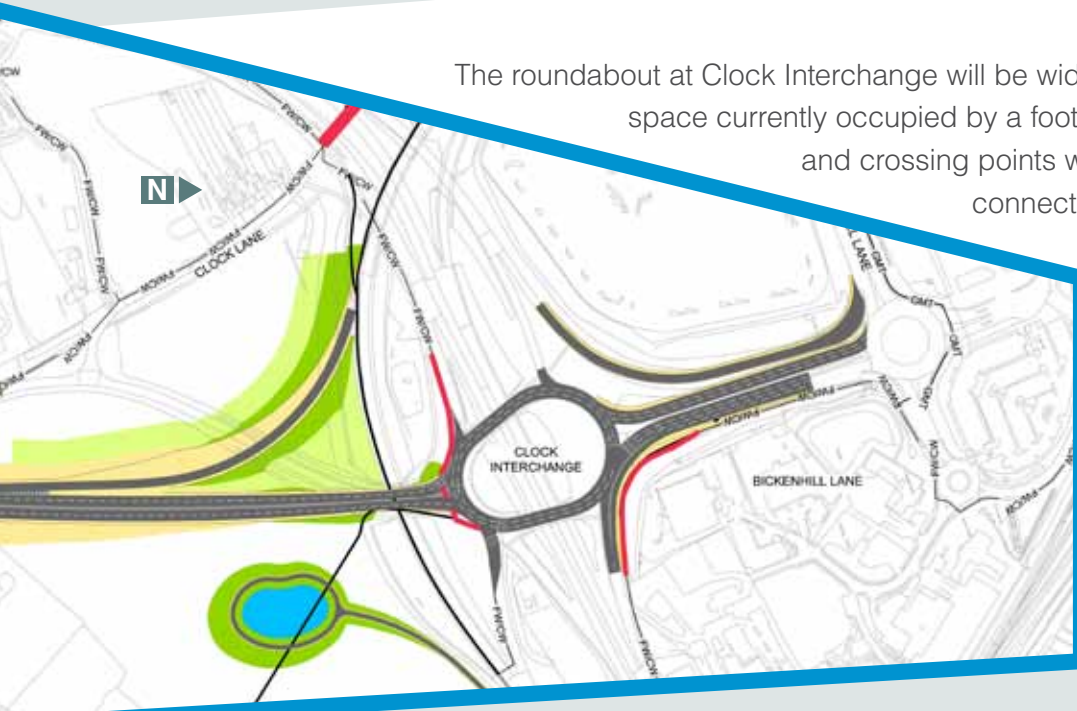
The position of the southern junction would not preclude the development of a Motorway Service Area which is currently the subject of a planning application (reference number PL/2015/51409/PPOL) whose approval, or otherwise, will be from the Local Planning Authority, SMBC.



The new south-facing slip roads also require Solihull Road Bridge to be rebuilt. The rebuilt bridge would not provide connections to the southern junction so as to prevent traffic wishing to access the motorway from using roads through local villages.

## Clock Interchange

The roundabout at Clock Interchange will be widened to three lanes using space currently occupied by a footway. Alternative footpaths and crossing points will be included to provide connectivity between the north and south side of the A45 corridor and provide a safer access for NMUs and cyclists to cross the A45.

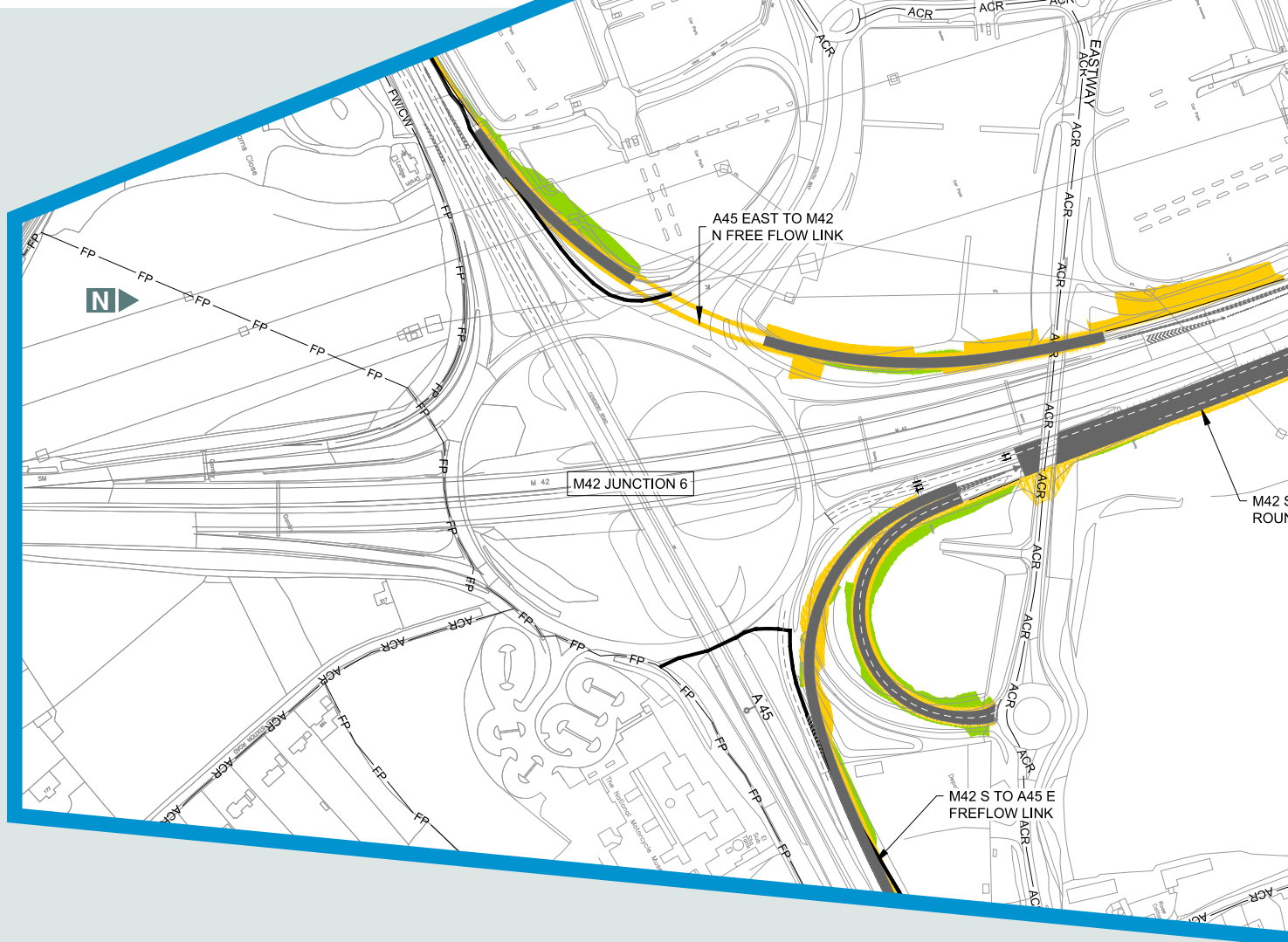


In order to provide further capacity, traffic signals will also be provided.

## M42 junction 6

At junction 6 free-flow left turn lanes will be built for A45 eastbound traffic to the M42 northbound, and for M42 southbound traffic to the A45 eastbound. The existing free-flow left turn between M42 northbound and A45 westbound would be retained.

Free flow left turn lanes benefit the junction by reducing the number of vehicles having to use the roundabout, reducing vehicle conflicts and allowing signal timings at the junction to be improved.



## Proposed land requirements

As part of the DCO process we are consulting on the proposed areas of land required for the development of the scheme before we submit our DCO application and working with affected landowners to mitigate the impact on them and their businesses / properties. This includes land needed for the construction of the new junction and link road and land required temporarily, for example construction compounds and working space.

The DCO application would seek powers to enable Highways England to acquire land and rights over land compulsorily, and take temporary possession of land following discussions with the relevant land owners. Further information can be found on the Planning Inspectorate (PINS) website at <http://infrastructure.planningportal.gov.uk>.

# How this scheme may impact you

## Air quality

Monitoring data suggests that air quality around junction 6 and the A45 is poor, although it improves with distance from the main roads and is considered very good in the rural areas in and around Bickenhill. The nearest air quality management area (AQMA) is located 1.2 miles to the west of the M42 and covers the majority of the city of Birmingham.

There is the potential that air quality could improve as a result of the proposed scheme operation at junction 6, due to the redistribution of traffic and traffic movement improvements at junction 6 and Clock Interchange. No impacts on air quality within the AQMA are currently envisaged. However, there is the potential that air quality may change in areas where the proposed new link road would be located, but not to an extent that air quality standards would be breached.

## Noise and vibration

The future noise environment is likely to be broadly dominated by a mix of road and aircraft traffic, with some localised commercial and industrial sources. Further detailed assessment is required to confirm the change in noise as a result of the proposed scheme.

Various techniques including the use of low noise surfacing, fencing and embankments are being investigated which aim to minimise adverse noise effects and will be published within the Environmental Statement.

## Cultural heritage

There is the potential for heritage assets to be adversely affected either directly (eg through loss or damage during construction) or indirectly (eg through adverse effects upon the setting of heritage areas).

Archaeological investigations, historic building and landscape recording will be undertaken in advance of construction. This would help to mitigate potential effects on heritage assets. Design choices and landscaping proposals are being developed that will help to mitigate effects upon historic buildings and other cultural heritage features.

## Landscape and visual impacts

The proposed scheme has the potential to impact upon views and the surrounding landscape. We are exploring mitigation proposals including sensitive scheme design, construction planning, consultation and provision of a suitable landscaping design incorporating tree planting and screening to reduce effects as far as possible.

In the table opposite, we identify some key actions that we will take to reduce the impacts of the proposed scheme on the environment, as well as setting out why we would put these measures in place.

	What we are doing	Why are we doing it
Air quality	<ul style="list-style-type: none"> <li>Identify measures to control and reduce construction dust and emissions</li> <li>Model and assess the impacts of the scheme on air quality during construction and after the road is open</li> </ul>	<ul style="list-style-type: none"> <li>To reduce the air quality effects of scheme construction</li> <li>To understand the effect of the scheme, including potential air quality improvements</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Identify measures to control and reduce construction noise impacts, such as restricted hours of work</li> <li>Install noise barriers where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>To reduce the adverse effects of scheme construction</li> <li>To mitigate potential increases in levels of traffic noise caused by the scheme</li> </ul>
Cultural heritage	<ul style="list-style-type: none"> <li>Carry out archaeological investigations in advance of construction</li> <li>Design the scheme sensitively in relation to known heritage features</li> <li>Preserve archaeological remains by recording findings and features where applicable</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce impacts to known archaeological remains historic buildings and landscapes where possible</li> <li>To deal sensitively with unknown archaeological remains, which may be uncovered during scheme construction</li> </ul>
Landscape and visual impacts	<ul style="list-style-type: none"> <li>Seek to integrate the road and associated structures into the landscape through sensitive design, including alignment, earth modelling and planting</li> <li>Plant trees and shrubs in keeping with the local landscape character</li> </ul>	<ul style="list-style-type: none"> <li>To optimise the fit of the scheme into the landscape where practicable</li> <li>To mitigate potential impacts to views, local landscape character and features</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>Protect specific bird nesting and breeding sites and programme certain construction activities to avoid or reduce disturbances</li> <li>Incorporate infrastructure, fencing and planting to guide animals under, over and away from road where appropriate</li> <li>Enhance and / or create replacement habitats as required</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce the impact of the scheme on important habitats and protected species such as great crested newts, bats, badgers and birds</li> </ul>
The water environment	<ul style="list-style-type: none"> <li>Develop measures to reduce the risk of water pollution during construction</li> <li>Create ponds and shallow channels (swales), where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>To help slow the flow of surface water from the road to the surrounding environment and prevent inadvertent discharges of silt and pollutants into watercourses</li> <li>To prevent flood risk arising from the scheme</li> </ul>
Geology and soils	<ul style="list-style-type: none"> <li>Develop a soil management strategy</li> <li>Carry out site investigations to identify potentially contaminated land</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce loss, damage and contamination of valuable soil resources.</li> <li>To prevent harm to people and the environment from contaminated land</li> </ul>
Materials and waste	<ul style="list-style-type: none"> <li>Investigate the potential for locally-sourced construction materials</li> <li>Design for materials reuse where practicable</li> </ul>	<ul style="list-style-type: none"> <li>To limit the carbon footprint of the scheme</li> <li>To reduce the number of construction traffic movements</li> </ul>
People and communities	<ul style="list-style-type: none"> <li>Consider alternative routes and crossing points where the scheme would affect routes used by pedestrians, cyclists and equestrians</li> <li>Provide alternative access routes for farmers as appropriate</li> <li>Restore land to appropriate uses where applicable</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce diversions or severance of public rights of way and other routes</li> <li>To mitigate the potential impact of the scheme on access or use of community facilities, as well as on local homes, businesses, potential developments and agricultural land</li> </ul>
Climate	<ul style="list-style-type: none"> <li>Quantifying greenhouse gas (GHG) emissions across the lifecycle of the scheme (construction, operation use, maintenance)</li> <li>To consider the operational resilience of the scheme to the impacts of future climate change</li> </ul>	<ul style="list-style-type: none"> <li>To identify the impact the proposed scheme may have on the UK Government meeting its GHG reduction targets</li> <li>To identify opportunities to mitigate GHG emissions</li> <li>To identify mitigation measures to reduce disruption to future operations caused by climate change</li> </ul>

## Ecology and biodiversity

The ecological value of much of the proposed scheme area has been compromised by intensive agriculture and existing roads. However, there are some existing areas of notable habitat, including Aspbury's Copse Ancient Woodland, Bickenhill SSSI and a number of other local wildlife sites. There are also species of nature conservation importance, including protected species, which could be affected by the proposed scheme. Other possible impacts may include the direct loss and fragmentation of habitat, disturbance to wildlife from noise and lighting, and animal mortalities from collisions with traffic.

The ongoing environmental assessment will help to identify ways to avoid and mitigate potential ecological effects due to land take requirements, through sensitive design and the use of appropriate management practices during construction and operation.

## The water environment

The proposed scheme area includes surface water features such as field drains, ponds, wet grassland and streams or tributaries that flow into the River Blythe. There are also areas susceptible to flood risk. The proposed scheme is located close to Shadow Brook (which flows into the River Blythe) and it would cross a number of field drains.

Mitigation will be developed with input from the Environment Agency and will follow established construction practice guidelines. Mitigation will include managing pollution risks during construction and operation. Highway drainage design standards have been developed to protect the water environment from highway pollution and to prevent increases in flood risk.

## Soils and material resources

The proposed scheme would impact upon agricultural land. A suitable soil management strategy will help retain as much soil as possible in good condition for re-use within the scheme landscape proposals and the reinstatement of land disturbed by temporary construction impacts.

The proposed scheme, as a major infrastructure project, would require large volumes of material and potentially generate large quantities of waste. The implementation of a waste management plan will help to reduce waste and re-use suitable materials wherever possible.

## People and communities

Various public and private assets would be affected by the proposed scheme, in particular agricultural and farming businesses. There is also likely to be potential impacts on the local communities and the wider economy.



There are likely to be impacts upon journey patterns and amenity due to the proposed scheme. Whilst some diversions of public rights of way would be required, there are also opportunities to improve facilities for pedestrians, cyclists and equestrians. Such proposals will be investigated as part of the environmental assessment in consultation with local authorities and other interested groups.

## Climate

We will assess the quantity of greenhouse gas (GHG) emissions arising during the lifetime of the proposed scheme and identify the impact this may have on the UK meeting its legally binding GHG reduction targets. We will also identify opportunities for the proposed scheme to be designed in a manner that reduces GHG emissions, for example through the increased use of recycled materials and considerate construction methods. We will also consider the resilience of the proposed scheme to the impacts of future climate change – this includes issues such as the deterioration of the road surface due to higher temperatures, and the risk of increased flooding due to higher rainfall, and the mitigation measures required to reduce disruption during operation of proposed scheme upon completion.

## Cumulative effects

Cumulative effects can result from the impacts of multiple projects, or from a number of different impacts from a single project, accumulating to affect a single environmental resource or area.

There are several large-scale proposed developments within the study area, such as HS2, which may contribute to cumulative effects on the environment. Possible effects may include the incremental loss of agricultural land; fragmentation of wildlife habitat; loss of tranquillity or rural setting, including increased effects of lighting; increased pressure on recreational and community land.

Improved practices in mitigation and design may also lead to positive effects upon biodiversity from incremental enhancements of habitats as a result of landscaping schemes for a variety of projects. The potential cumulative effects will be investigated further and recommendations to improve environmental outcomes will be provided where appropriate.



# Construction impacts

## Planning for construction

The construction would inevitably have some impacts on the local community and businesses, the environment, and road users.

We will work closely with our stakeholders, including local authorities, land owners and local communities, to identify the specific issues that are likely to occur and the measures that can be used to address them.

Typical impacts may include (but are not limited to):

- Construction noise and vibration
- Dust, odours and other air-quality issues
- Light pollution
- Construction vehicle movements on local roads
- Site safety and security and site access / egress arrangements
- Road safety through roadworks and traffic management arrangements
- Delays and disruption to road users on the M42, A45 and local roads
- Maintaining access for employees and customers of businesses
- Temporary impacts on landscape character and visual intrusion
- Temporary closures of roads, other public rights-of-way and private accesses

Construction impacts on the environment will be assessed and reported in the outline Construction Environmental Management Plan (CEMP) which will form part of the DCO application. This will include how trees, hedgerows and other natural features would be retained, wherever possible, and access and haul roads required during the construction process would be reinstated to their natural form as soon as possible after completion of the works.

There will be numerous developments in construction at the same time, such as HS2, and we are working closely with them to align our works in order to minimise the overall construction impact.

## Timing and phasing of construction works

If development consent for the proposed scheme is granted, construction of the main works would be expected to commence in 2020 and continue for a period of approximately three years to 2023.

Construction phasing arrangements would be developed to mitigate disruption to road users and the surrounding community during the period of construction. The safety of vulnerable road-user groups such as pedestrians and cyclists would be a particular consideration.

Construction of the main works may be preceded by site preparation activities in the six to nine months leading up to the start of the main construction. This may include works by utility companies to divert their services away from the proposed scheme.

## Site compounds and use of public roads

Working areas close to the proposed scheme would be required for site compounds, the storage of materials and equipment. The location of site compounds will be identified in our DCO application, together with proposed access and egress arrangements. Contractors will also need to use public roads to gain access to working areas. Highways England will work closely with the local highway authorities, to identify the routes which are appropriate and any restrictions that may apply.

## Stakeholder engagement

Liaison officers will be appointed as a point of contact for the local community, businesses and other stakeholders during the period of construction to help address any concerns or issues as the scheme is built.

Regular schemes progress updates will be provided via the scheme website, as well as regular updates via post and one-to-one meetings with interested parties.



# What happens next

This consultation is an opportunity to share your views. It will run for six weeks, commencing on 9 January 2018 and closing at 23.59 on 19 February 2018.

Once the consultation ends, your feedback, together with our ongoing technical work and environmental assessments will influence the design of the scheme which will be included in the DCO application. Once the consultation has closed and we have had time to consider the comments, we will publish a report presenting the finding.



# Consultation events

## 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 at [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6)

## Questionnaire

We encourage you to complete the attached questionnaire. This will help us to make sure that we capture and record your views and accurately log all of your comments on the proposed scheme. Your feedback will continue to feed into the evolving scheme design.

The questionnaire can also be found online by visiting [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6)

Location	Date and time
<b>The Arden Hotel</b> Coventry Road, Bickenhill, B92 0EH	Tuesday 09/01/2018 1pm – 8pm
<b>St Peter's Church Hall</b> Church Lane, Bickenhill, B92 0DN	Thursday 11/01/2018 12pm – 8pm
<b>Catherine de Barnes Village Hall</b> Hampton Lane, B91 2TJ	Saturday 13/01/2018 10am – 4pm
<b>Marston Green Parish Hall</b> 38 Elmdon Road, Marston Green, B37 7BT	Wednesday 17/01/2018 12pm – 8pm
<b>Fentham Hall</b> Marsh Lane, Hampton-in-Arden, B92 0AH	Friday 19/01/2018 12pm – 8pm
<b>Warwickshire Gaelic Athletic Association</b> The Clubhouse, Catherine de Barnes Lane, Bickenhill, B92 0DB	Saturday 27/01/2018 10am – 4pm
<b>The Core</b> Touchwood, Homer Road, Solihull, B91 3RG	Wednesday 31/01/2018 10am – 5.45pm  A selection of presentation boards will remain at The Core until 19 February 2018

## Consultation information available

- Proposed scheme drawings which show our developing design proposals and the land required permanently and temporarily to deliver the scheme, and which would form the boundary of the DCO application
- A copy of the PEIR and a non-technical summary (NTS), which include information on potential environmental impacts related to the proposed scheme
- A copy of the SoCC and Section 48 Notice which details how we will undertake our consultations
- Consultation brochure which is available at deposit points, consultation events and online

# Deposit point locations

There are a number of venues where you can find further copies of this brochure and questionnaire during the consultation period. These are as follows:

## **Birmingham City Council offices**

Council House, Waterloo Street, Birmingham,  
B1 1BB

## **Warwickshire County Council offices**

Shire Hall, Warwick, CV34 4RL

## **Balsall Common Library**

283 Kenilworth Road, Balsall Common, Coventry,  
CV7 7EL

## **Hampton-in-Arden Library**

39 Fentham Road, Hampton-in-Arden, Solihull,  
B92 0AY

## **Hobs Moat Library**

Ulleries Road, Hobs Moat, Solihull, B92 8EB

## **Marston Green Library**

Land Lane, Marston Green, Birmingham, B37 7DQ

## **Meriden Library**

The Green, Coventry, CV7 7LN

## **Solihull Central Library**

The Core, Homer Road, Solihull, B91 3RG

## **South Yardley Library**

Yardley Road, Birmingham, B25 8LT

## Contact information

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

- **Website:** [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6)
- **Email:** [m42junction6@highwaysengland.co.uk](mailto:m42junction6@highwaysengland.co.uk)
- **Post:**  
M42 J6 Project Team  
Highways England  
The Cube  
199 Wharfside Street  
Birmingham B1 1RN
- **Telephone:** 0300 123 5000

We will continue to keep you updated with the progress of this scheme by publishing a report on this statutory public consultation and continuing to engage with statutory bodies, local authorities, landowners, those significantly affected by the scheme proposals and the wider community. Updates will appear on the scheme web page [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6). You can register on the scheme web page to receive updates as the scheme progresses.

# M42 junction 6 Improvement scheme

## Public consultation questionnaire

Please complete this questionnaire to share your views. You can also complete this on our website at: [www.highways.gov.uk/m42-j6](http://www.highways.gov.uk/m42-j6)

The consultation will run for 6 weeks, commencing on 9 January 2018 and closing at 23.59 on 19 February 2018.

If you're returning this to us by post, please remove the questionnaire pages from the back of this booklet and pop it in the post: **M42 J6 Project Team, Highways England, The Cube, 199 Wharfside, Street, Birmingham, B1 1RN.**

**Please submit your completed questionnaire by 23:59 on 19 February 2018.**

**Please provide us with your name and address.** If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Postcode: \_\_\_\_\_

If you want to be kept informed by email about the project please give us your email address below:

Email: \_\_\_\_\_

If you are responding on behalf of an organisation, please tell us the name of the organisation and your role in it.

Name of organisation: \_\_\_\_\_

Your role in the organisation: \_\_\_\_\_

**1. How does the M42 junction 6 improvement scheme affect you?** *(select all that apply)*

Local resident  Business owner  Employed locally  Land owner

Other (please state)

**2. To what extent do you agree that M42 junction 6 needs improving?**

Strongly agree  Agree  Neither  Disagree  Strongly disagree

**3. How frequently do you travel past or use M42 junction 6?**

5+ days a week  2-4 days a week  Weekly  Monthly

Less often  Never

**4. How do you normally travel through or use M42 junction 6** *(select all that apply)*

Car/van  HGV  Bus  Motorcycle

On foot  Bicycle  Other (please state)

**5. What is your working status?**

Employed full time/part time  Looking after the home  Student full time/part time

Unemployed  Retired  Prefer not to say

Other (please state)

**6. Please provide the postcode for your home and workplace** *(This information helps us to understand where you live and work in relation to the scheme. It is not used to identify individuals and will be treated in accordance with the Data Protection Act.)*

Home postcode  Work postcode

If you would like to be part of a community engagement group please provide us with your contact details and tick the box

Contact details

Email

**7. How well do you think the proposed scheme addresses Highways England objectives?**

Objective	Very well	Well	Neither	Not well	Not at all well	Not applicable
a) Reduce congestion at M42 J6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Maintain road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Improve network resilience (how junction copes when accidents occur)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Improve journey time reliability when travelling on the M42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Improve journey time reliability when travelling to Birmingham Airport/NEC or other destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Supports future development in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**8. Do you have any comments regarding the design proposals presented at the consultation?**

**9. Do you have any general comments or observations about the consultation, including anything you think that we have missed or overlooked?**

**10. How did you hear about this consultation? (tick all that apply)**

Letter  Poster  Local radio  Newspaper advert

Word of mouth  Other (please specify)

Social media (please specify)

## Thank you for taking the time to complete this questionnaire.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England. Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR149/17** Highways England, Creative BHM170369

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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