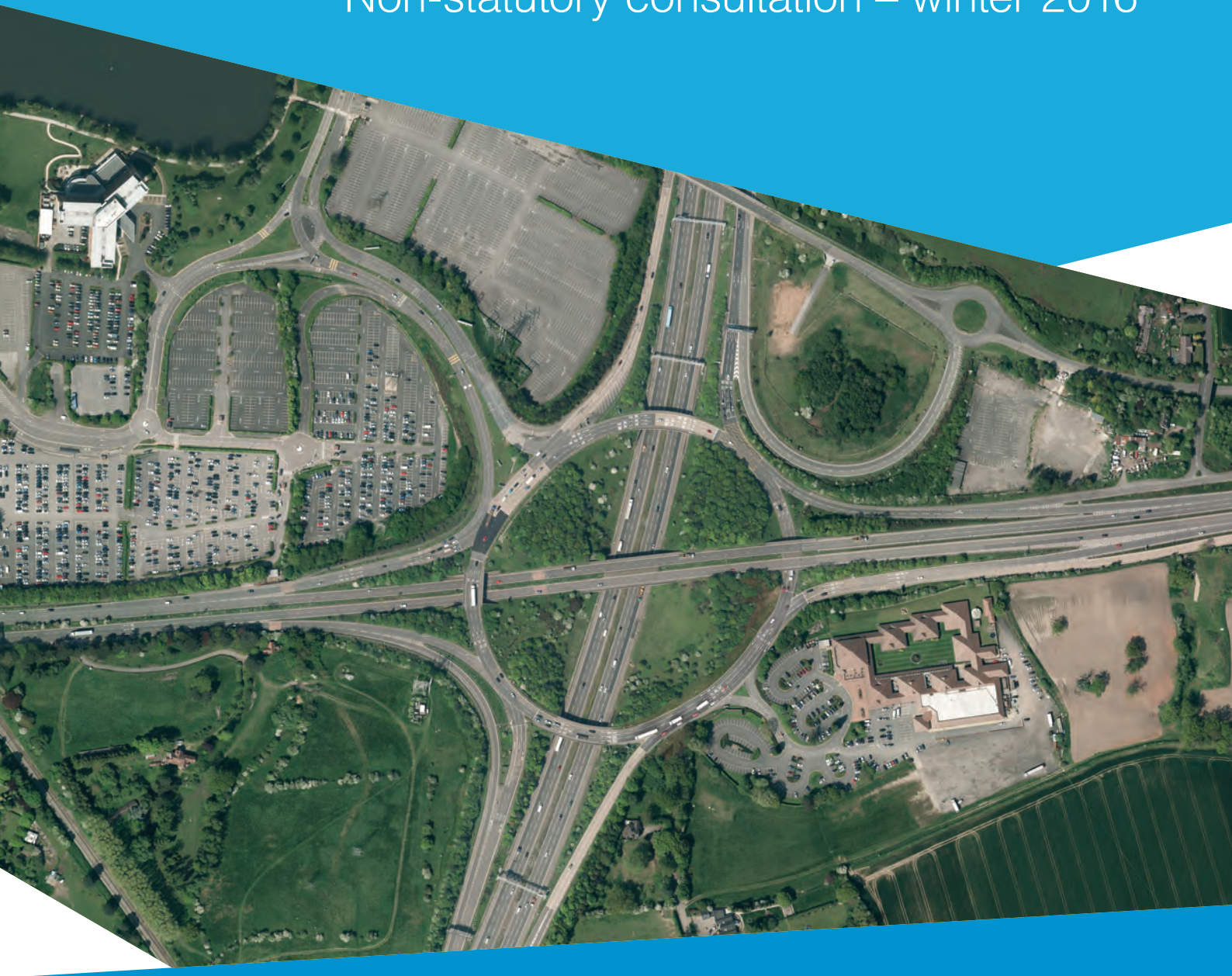
highways england

M42 junction 6

Report on Public Consultation

Non-statutory consultation – winter 2016



M42 junction 6
Improvement scheme
Report on 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.

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1 Executive summary

Purpose of this document

The purpose of this report is to provide a factual statement of the Public Consultation on the M42 junction 6 improvement scheme held between Friday 9 December 2016 and Friday 27 January 2017; and summarise the results received from the various stakeholders. The report presents how stakeholders were informed of the consultation events, how the options identified were presented, the responses received and initial analysis of the consultation responses.

Background

In December 2014, the Department for Transport (DfT) published the Road Investment Strategy (RIS) for 2015-2020. As part of the RIS Highways England was asked to develop a scheme 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.

The junction has almost reached capacity, causing congestion and delays across the network. Improvements to the junction will help create safer, more reliable journeys for road users. It will also support future economic growth as it will encourage continued investment in the regional economy

As part of the scheme development, Highways England held a non-statutory consultation exercise to introduce the scheme, inform about the option assessment process and to gain feedback on the options we developed.

Presented Options

Three options were presented at the consultation together with optional free flow left turns at junction 6.

The three options presented for feedback during the consultation were:

- Option 1 – Link to the west of Bickenhill (2.4 km of new dual carriageway)
- Option 2 – Link to the east of Bickenhill (2.3 km of new dual carriageway)
- Option 3 – Link to the east of Bickenhill (1.6km of new dual carriageway)

Details were also provided on some of the options which had been considered as part of the options development process, but discounted.

The consultation

Eight exhibitions and one webchat were organised during the consultation to give members of the public and stakeholders an opportunity to find out more about the scheme and the options we identified, and to ask members of the project team any questions they had about the project. The Public Consultation also included information on the Highways England website, including access to electronic copies of all of the presentation boards, brochure and the questionnaire. A monitored inbox was set up and the address was provided on the website and in the consultation materials to enable people to ask questions if desired.

The events were promoted via local media, letters to local residents, posters at key locations and through third party communications channels.

A consultation brochure was produced and made available at local libraries and at the consultation exhibitions. A questionnaire was included in the brochure and was available to complete online via a link from the Highways England scheme webpage (www.highways.gov.uk/m42-j6).

Results

In total 298 people visited the exhibitions although no attendance registers were used at the NEC events or The Core, Solihull.

A total of 217 responses were received during the consultation period. 84% of these were completed questionnaires and 16% were responses as letters or emails.

From the results, 71% agreed or strongly agreed that M42 junction 6 needs improving and 64% preferred Option 1 out of the options presented. The free flow left turns, which were presented as a potential extra, received comments of support.

A variety of concerns and comments were received on the scheme. A full assessment of the suggestions and comments provided during the consultation has been undertaken and will be used to inform design development and assist in the decision of a preferred option as the scheme approaches statutory consultation and Development Consent Order application.

Next steps

The feedback from the consultation will be used to assist in identifying the preferred route, which is expected to be announced later in 2017.

The scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, Highways England will develop an application for a Development Consent Order (DCO) in order 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 scheme will go ahead.

Prior to the application for the DCO, Highways England will undertake further public consultation on the chosen option as the design is developed.

2 Introduction

2.1 Purpose of report

This report sets out how Highways England has carried out a non-statutory consultation on improvements to junction 6 of the M42. The consultation period ran from Friday 9 December 2016 to Friday 27 January 2017 and provided an opportunity for stakeholders to comment on the proposed scheme and options. This document provides an analysis of the responses received and outlines the next steps for the scheme development.

The report provides an:

- overview of the scheme, including options consulted on
- consultation responses
- response analysis
- next steps

2.2 Scheme background

The Government's Road Investment Strategy (RIS) for 2015-2020 sets out schemes that are to be delivered by Highways England over the period covered by the RIS. The RIS identified improvements to M42 junction 6 as one of the key investments in the Strategic Road Network (SRN) for the Midlands region. It also provides the scheme brief, i.e. what Highways England has been asked to do.

The RIS stated that the proposed improvements should deliver 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."

Figure 1: Location plan of the M42 junction 6

M42 junction 6 is on the strategic road network (SRN) and sits within the section of M42 which forms the southern and eastern arms of the Birmingham Box area (the 3 motorways, M42, M5 and M6 that form a 'box' around the Birmingham area) on the SRN.

It is an essential interchange in a growing region. It serves a number of key strategic economic assets for both the local and wider community. These assets include Birmingham Airport, the National Exhibition Centre (NEC), Jaguar Land Rover (JLR), Birmingham International Railway Station, the National Motorcycle Museum & Conference Centre (NMM) and Birmingham Business Park. M42 junction 6 will also be one of the main future access points to the proposed High Speed 2 (HS2) Interchange Station and the UK Central Development, promoted by Solihull Metropolitan Borough Council (SMBC).

In order to relieve the congestion and create safer and more reliable journeys, Highways England plans to undertake a comprehensive upgrade of the junction. This will improve access to key businesses, and provide support for future economic growth as it will encourage continued investment in the regional economy.

2.3 Options development

Highways England initially identified 40 options for the scheme. These were assessed to identify which options were viable and met the investment, road user and community needs. This work concluded that the best way to improve the capacity of M42 junction 6 would be to provide a new link from the A45 Clock Interchange to the M42 south of the junction. More detailed information about the options development can be found within the scheme Technical Appraisal Report.

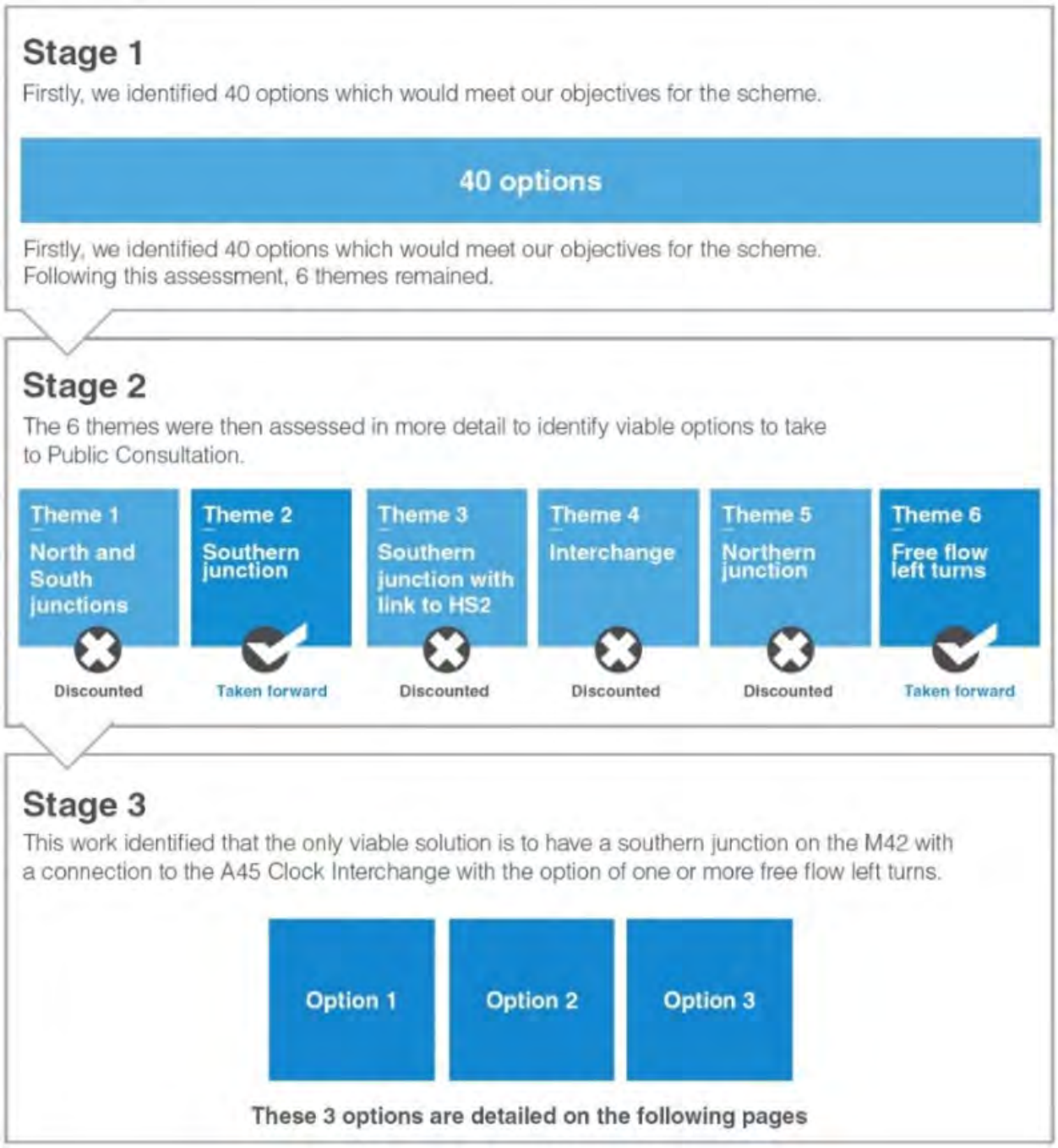


Figure 2: Diagram showing details of the options selection process as included in consultation documents

2.4 Scheme proposal

Following the option development, three viable options were presented at the consultation, as well as information on optional free flow left turns at M42 junction 6. Details were also provided on the process for identifying options and some of the options which have been considered but discounted.

The three options presented for feedback during the consultation are shown in Figures 3 to 5 below.

Option 1 – Link to the west of Bickenhill (2.4 km of new dual carriageway)

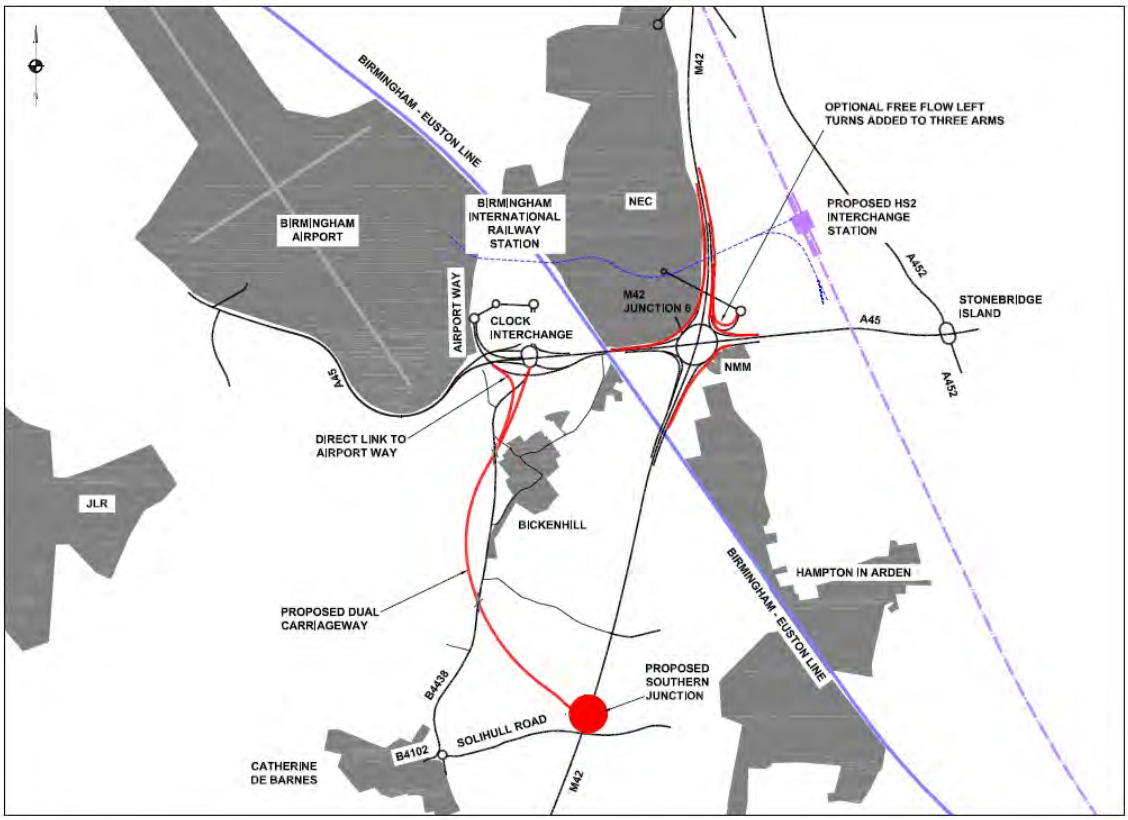


Figure 3: Option 1 plan as included in consultation documents

- 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 (2.3 km of new dual carriageway)

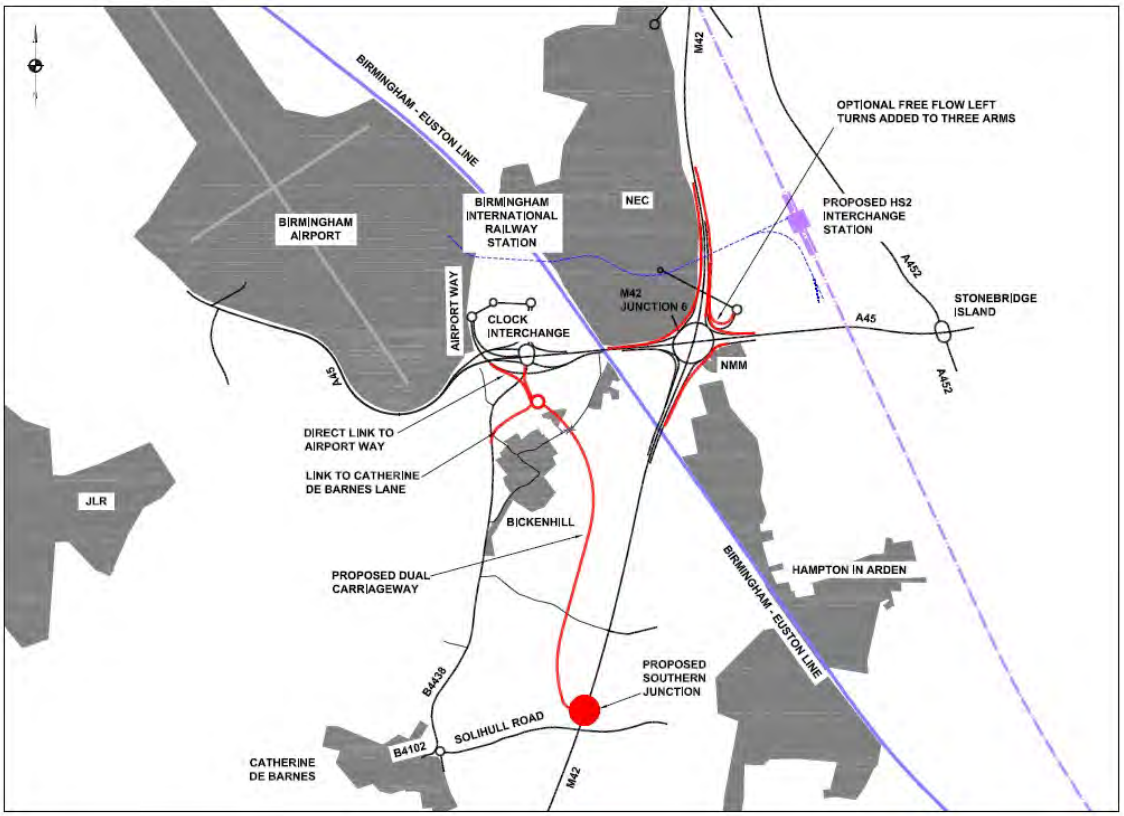


Figure 4: Option 2 plan as included in consultation documents

- 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 give improved 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 (1.6km of new dual carriageway)

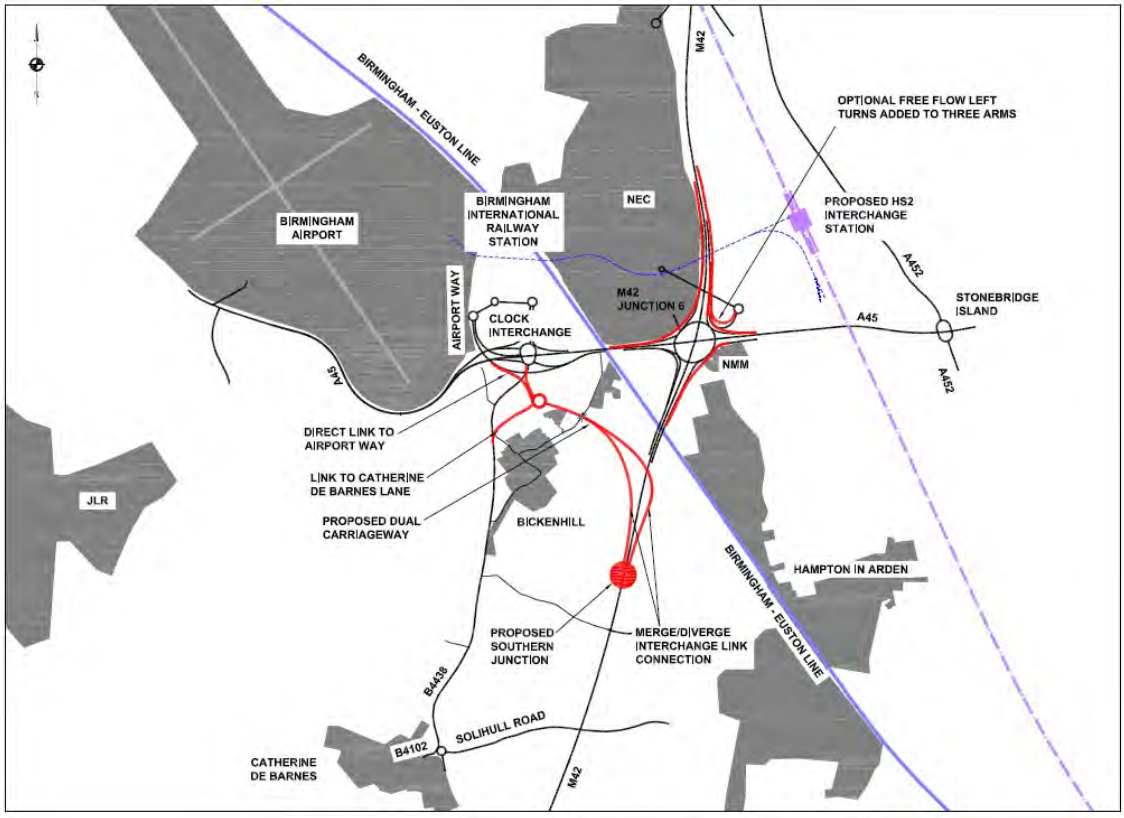


Figure 5: Option 3 plan as included in consultation documents

- 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.

Free flow links

In addition, one or more free flow left turns at M42 junction 6 were included for comment. These links would 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 detailed traffic modelling is required to determine the benefits of each link.

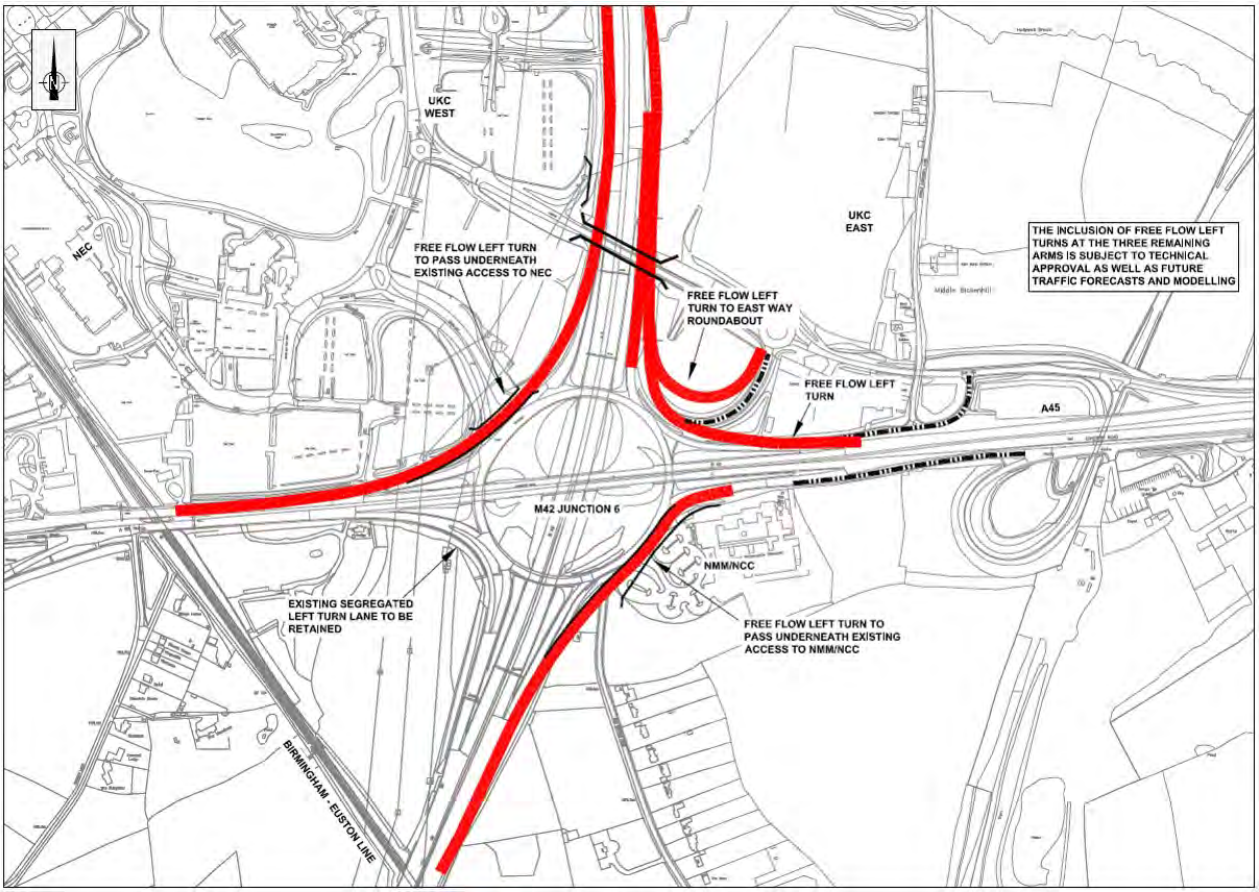


Figure 6: Free flow links plan as included in consultation documents

3 Consultation Methodology

The consultation ran for seven weeks from Friday 9 December 2016 to Friday 27 January 2017

3.1 Purpose of consultation

The aims of the consultation were to:

- successfully engage with stakeholders affected by or interested in the scheme
- encourage involvement from stakeholders and build strong open relationships
- raise awareness of the scheme and understanding for the need to improve M42 junction 6
- inform about the option assessment process
- understand stakeholder concerns, issues and suggestions
- get feedback on the three developed options allowing the scheme design to be developed further prior to the Development Consent Order application
- prepare for statutory consultation phases

This was achieved by:

- identifying stakeholders that may be affected by or interested in the scheme
- communicating the consultation through a variety of channels to reach as many stakeholders as possible
- providing clear, accessible and honest communications about the scheme
- presenting fact-led information about the scheme, background and the need for the junction improvement
- providing a balanced overview of the options and how they compare in relation to the scheme's objectives and social, environmental and economic impacts
- being open about the next steps of scheme
- considering honestly and fairly the suggestions received from stakeholders

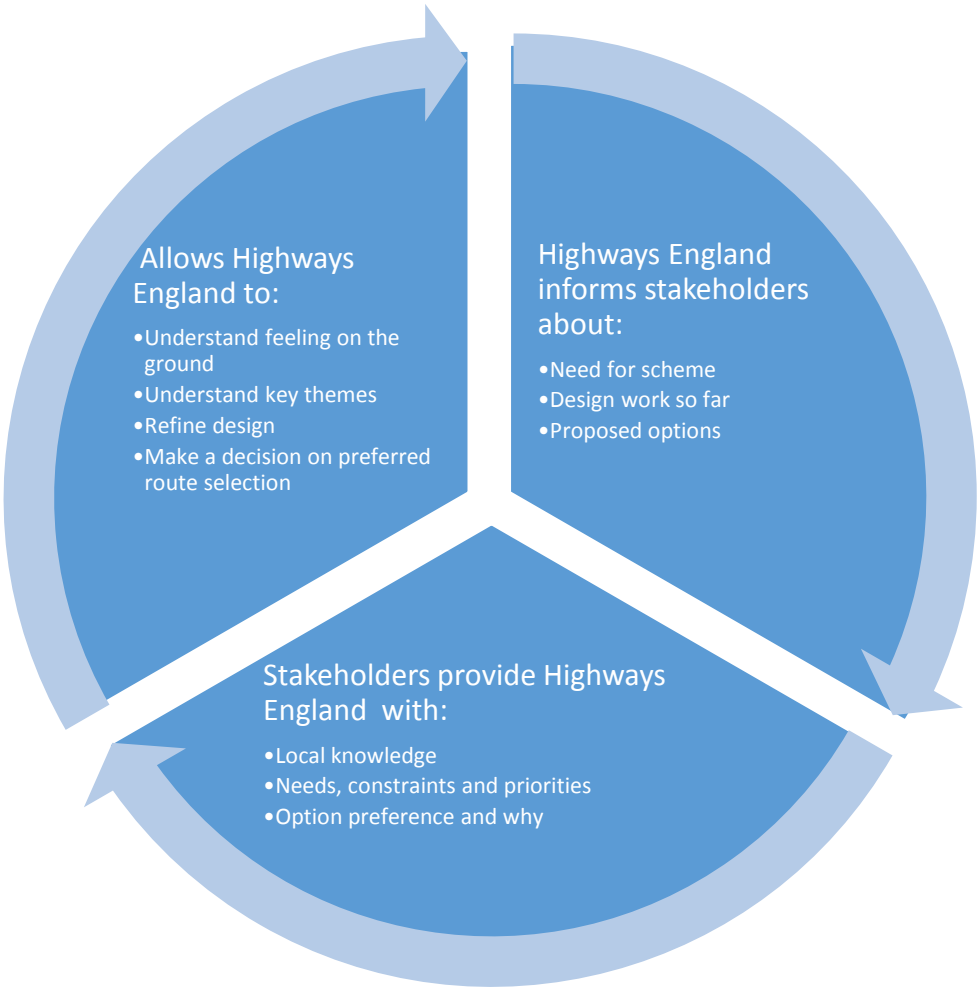


Figure 7: Diagram showing consultation feedback process

The public consultation strategy was developed following discussions with the communications team for the local authority, Solihull Metropolitan Borough Council. The communications team was able to provide the use of additional communications channels, such as the Council's residents' magazine, helping the consultation reach a wide range of stakeholders.

Eight consultation events were planned during the consultation period, plus an online webchat and unmanned exhibition stand at The Core, Solihull's flagship community building, based in Touchwood Shopping Centre.

As part of the first consultation event, a slot for VIPs and media was provided.

Following feedback from the local community during the exhibitions held in Catherine de Barnes and Hampton in Arden, an additional consultation event was held in Bickenhill on 11 January 2017 targeted directly towards the residents and occupiers in Bickenhill and surrounding area, as these people would be most affected by any of the options considered. Invitations to this event were hand delivered to each address on 22 December 2016 and contained a copy of the public consultation brochure.

The consultation events were publicised via a combination of letter drops, the Highways England website, media coverage from a press release and brochures at key local libraries. Posters and banners were also displayed at key locations for the duration of the consultation period.

3.2 Stakeholder mapping and consultees

Extensive stakeholder mapping took place to identify those who may have an interest in or be affected by the scheme, in order to ensure a fair and representative consultation.

Many of those contacted were the same as the consultees as outlined in section 42 of the Planning Act 2008, specifically local authorities and those with an interest in affected land.

Local residents and businesses were contacted about the scheme as were identified community and business groups.

The consultees can be broken down into the below groups:

1. **Local community**: The area outlined in yellow in the following map shows all the address points within the consultation boundary. This includes:

    - All address points within 100m from the proposed options. 100m is the standard distance away from a project for which the local community should be notified.

    - All address points in Catherine-de-Barnes, Hampton in Arden, Bickenhill and Birmingham Business Park. On review it was felt the project would be of interest to residents in these locations, these were therefore added to the consultation area.

This consultation boundary results in the inclusion of approximately 1,800 address points/letters.

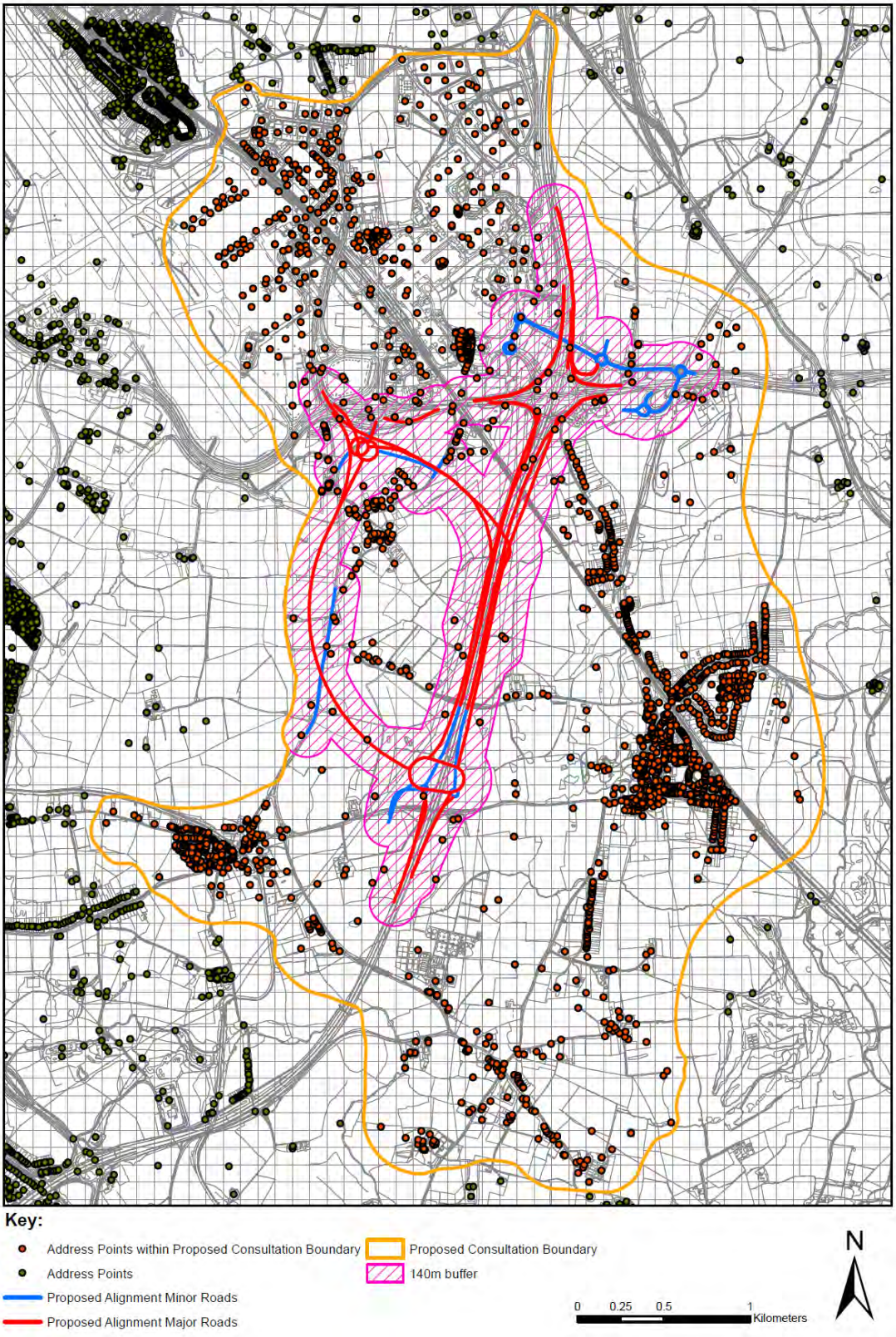


Figure 8: Plan showing consultation boundary

2. **Landowners**: Those parties identified through land referencing processes as land owners and occupiers of land within the vicinity of the proposed options whose land may be affected by the scheme.

3. **Key community and business stakeholders**: Through discussions with the local authorities, a full list of stakeholders was created. This included:

   i. Parish Councils
   ii. Politicians including Members of Parliament, Members of the European Parliament and local councillors
   iii. Key businesses and business groups
   iv. Community groups

Highways England worked with the local authorities to identify hard to reach groups to help ensure the consultation was inclusive. Long distance motorway users were identified as a group which required communications to inform about the consultation.

The Equality Impact Assessment for the scheme identified that there were no potential negative impacts or risks to equality for the consultation.

3.3 Consultation events

Eight consultation events were held during the consultation period, plus an online webchat. The exhibition stand at The Core, within Touchwood Shopping Centre, Solihull, was left in place as an unmanned exhibition from 4 January 2017 until the end of the consultation period. Seven of the manned exhibitions were planned and communicated ahead of the start of consultation. Following feedback from the local community during the exhibitions held in Catherine de Barnes and Hampton in Arden, an additional consultation event was held in Bickenhill on 11 January 2017 targeted directly towards the residents and occupiers in Bickenhill and surrounding area, as these people would be most affected by any of the options considered.

Specific time slots were reserved for VIPs and media at the first consultation event on Friday 9 December. This allowed those stakeholders who may have questions directed to them from residents, staff or businesses to be fully briefed early on in the consultation. Offers to meet these individuals separately were also extended.

Venue	Date	Time
The Arden Hotel Coventry Road Solihull B92 OEH	Friday 9 December 2016	VIP time slot [10am-11am – 1 hour] Media time slot [11am-12noon – 1 hour] Public time slot [2pm-8pm]
Catherine de Barnes Village Hall Hampton Lane B91 2TJ	Saturday 10 December 2016	Public time slot [10am-4pm]

Ladies Kennel Association Show NEC North Avenue Birmingham B40 1NT	Saturday 10 December 2016	Only available to those attending the shows
Ladies Kennel Association Show NEC North Avenue Birmingham B40 1NT	Sunday 11 December 2016	Only available to those attending the shows
Fentham Hall (Hampton in Arden Village Hall) Marsh Lane Hampton in Arden B92 0AH	Monday 12 December 2016	Public time slot [10am-6pm]
The Core Touchwood Solihull B91 3RG	Wednesday 4 January 2017	Public time slot [10am-5pm]
The Core Touchwood Solihull B91 3RG	Wednesday 4 January – Friday 27 January 2017	Unmanned exhibition boards
St Peters Church Hall St Peters Lane Bickenhill B92 0DT	Wednesday 11 January 2017	Public time slot [4pm-8pm]
The NEC North Avenue Birmingham B40 1NT (at Atrium entrance 2)	Saturday 14 January 2017 (aligned with Autosport and Performance Car Exhibition)	Public time slot [10am-6pm]
Online webchat	Wednesday 18 January 2017	Public time slot [11am-2pm]

3.4 Additional engagement

Additional engagement with key affected stakeholders took place prior to and during the consultation. These meetings are outlined in Appendix B. These meetings were used to brief stakeholders on the progress of the scheme and discuss individual issues / comments on the options proposed. Each of these stakeholders was advised to submit their own formal consultation responses, which were assessed alongside all other responses.

3.5 Communicating the consultation

Communication of the consultation was carried out in accordance with the Consultation Strategy. A multitude of channels were used to maximise impact. The use of established communications channels, such as Solihull Council's residents' magazine, also helped reach residents that may not be exposed to other communication channels.

Consistent key messaging and materials were used across the channels. Appendix A provides the full list of communication channels used.

Letters

Letters inviting stakeholders to the consultation events were sent to 1809 local residents and businesses within the consultation boundary, 210 landowners and occupiers identified as having an interest affected by the proposed options and 47 key organisations, businesses and community groups. In addition, 32 letters were sent to VIPs inviting them to the public consultation preview session on Friday 9 December 2016. Letters were sent two weeks prior to the start of the consultation period.

When the additional Bickenhill event was arranged, 132 properties were identified within Bickenhill village and surrounding area to receive additional invitation letters. Letters were hand delivered on 22 December 2016 and contained a copy of the public consultation brochure.

Media

A press release was issued on 5 December 2016 by Highways England to local, regional and trade media about the scheme and consultation events. An invitation was also sent inviting media to the media event on Friday 9 December 2016. Appendix I provides an overview of media coverage received.

Posters

A4 posters were produced advertising the public events a copy of which can be found in Appendix C. These included a QR code which linked to the scheme webpage on the Highways England website. The A4 posters were displayed in local libraries, supermarkets, post offices, hotels and on village notice boards and for the period of the consultation. Larger scale versions of the poster were displayed at the National Motorcycle Museum, Birmingham Airport, NEC, Resorts World and Birmingham International Train Station – key traffic generators in the vicinity of M42 junction 6.

To engage with long distance travellers, banners were displayed for the duration of the consultation period at motorway service areas at Hopwood (M42), Tamworth (M42), Corley Northbound and Southbound (M6), Warwick Northbound (M40) and Frankley Northbound (M5) services.

In addition PDF versions of the poster were emailed to key businesses in the area requesting onwards dissemination to staff / distribution lists.

Evidence of this can be found within Appendix K.

Consultation brochures

A consultation brochure was produced and made available at all consultation events. A copy of this can be found in Appendix E. In addition, 130 consultation brochures were deposited at the beginning of the consultation period in all public libraries within Solihull Borough. These were distributed to the libraries using the Solihull Library Service. An additional 26 consultation brochures were provided to Marston Green library during the consultation period at their request.

Website and social media

A project webpage was set up on the Highways England website, which was updated ahead of the consultation period. This contained links to the Highways England Consultation Hub (hosted on Citizenspace) which included an overview of the scheme, along with the consultation brochure, consultation boards and exhibition event details. This can be found in Appendix L. It also included a monitored inbox to enable viewers to ask questions if desired. An online version of the consultation questionnaire was also available via this page. The webpage was visited 5,458 times between 1 December 2016 and 30 January 2017 and the consultation webpage was visited 2,852 times within the same time period. Evidence of this activity can be found in Appendix M.

We issued tweets from the Highways England regional Twitter feed to publicise the events, and the consultation generated social media activity across a number of partner channels. An overview of social media activity can be found in Appendix J.

Third party communications

In collaboration with Solihull Council's Communications team, the consultation was advertised on the local authority website and included in their residents' magazine Your Solihull, internal staff newsletter and 'Stay Connected' email newsletter. Evidence of this can be found within Appendix K.

House to house visits

An exercise was carried out to identify properties along the corridor of impact for each of the 3 options that had not attended a consultation event. 18 properties were identified and a door to door exercise was carried out on 24 January 2017 to visit each address to ensure awareness of the scheme and consultation response deadline. If there was no answer, a 'calling card' was posted through the letterbox with details of how to respond to the consultation.

3.6 Exhibition material

The consultation exhibition boards were used at all the consultation public events. As well as the exhibition boards, attendees were provided with a consultation brochure with information about the scheme (including questionnaire). A copy of the exhibition boards is included in Appendix F.

The board information is outlined below:

Board number	Board title	Details
1	Welcome	Welcome and Public Consultation dates
2	What are we doing?	Introduction to the scheme
3	Why do we need this scheme?	Why do we need the scheme: 1. Promote reliable and safe operation 2. Increase capacity of the junction 3. Improve access to key businesses 4. Support future economic growth
4	Option 1 – Link to the west of Bickenhill	Schematic plan showing Option 1 including free flow links with a description of the proposed route
5	Option 2 – Link to the east of Bickenhill	Schematic plan showing Option 2 including free flow links with a description of the proposed route
6	Option 3 – Link to the east of Bickenhill	Schematic plan showing Option 3 including free flow links with a description of the proposed route
7	Optional free flow left turns	Schematic plan showing optional free flow links with description
8	Environmental and local effects	Environmental constraints plan showing the 3 options.
9	Comparison of options	Comparison of options impact table - scheme objectives / social. A comparison of high level categories to identify which of the options has greater benefits/effects for each
10	Comparison of options	Comparison of options impact table – environmental / economy. A comparison of high level categories to identify which of the options has greater benefits/effects for each
11	Options considered and discounted – Theme 1, Theme 3	A schematic plan showing Theme 1 (North & south junctions) and Theme 3 (Southern junction) with reasons for rejection
12	Options considered and discounted – Theme 4, Theme 5	A schematic plan showing Theme 4 (Interchange) and Theme 5 (Northern junction) with reasons for rejection
13	Next steps	An explanation that this is opportunity for views to be taken into account prior to developing the scheme further and choosing a preferred route. Explanation of Development Consent Order (DCO) application process. A flow diagram of the process/timeframe

3.7 Unmanned exhibition material

An abridged version of the consultation exhibition consisting of 7 boards was put on display at The Core, Solihull from 4 January 2017 – 27 January 2017.

The board information is outlined below:

Board number	Board title	Details
1	What are we doing? Why do we need this scheme?	Introduction to the scheme and why it is needed
2	Option 1 – Link to the west of Bickenhill	Schematic plan showing Option 1 including free flow links with a description of the proposed route
3	Option 2 – Link to the east of Bickenhill	Schematic plan showing Option 2 including free flow links with a description of the proposed route
4	Option 3 – Link to the east of Bickenhill	Schematic plan showing Option 3 including free flow links with a description of the proposed route
5	Optional free flow left turns	Schematic plan showing optional free flow links with description
6	Environmental and local effects	Environmental constraints plan showing the 3 options.
7	Next steps	An explanation that this is opportunity for views to be taken into account prior to developing the scheme further and choosing a preferred route. Explanation of Development Consent Order (DCO) application process. A flow diagram of the process/timeframe

4 Consultation results

4.1 Attendance

Attendance at the exhibitions was counted using an attendance register. Attendees were asked to register on arrival by the exhibition staff. In total, 298 people visited the exhibitions.

*No attendance register was used at the exhibitions within the Ladies Kennel Association Dog Show, the NEC atrium or the unmanned exhibition at The Core, Solihull as attendees were passers-by and not specifically attending the location for the public consultation events.

Venue	Date	Time	Numbers
The Arden Hotel	Friday 9 December 2016	10am – 11am	9
		11am – 12 noon	0
		2pm – 8pm	43
Catherine de Barnes Village Hall	Saturday 10 December 2016	10am – 4pm	57
Ladies Kennel Association Dog Show	Saturday 10 December 2016		*
Ladies Kennel Association Dog Show	Sunday 11 December 2016		*
Fentham Hall (Hampton in Arden Village Hall)	Monday 12 December 2016	10am – 6pm	79
The Core Touchwood (Manned exhibition)	Wednesday 4 January 2017	10am – 5pm	57
The Core Touchwood (Unmanned exhibition)	Wednesday 4 January – Friday 27 January 2017		*
St Peters Church Hall, Bickenhill	Wednesday 11 January 2017	4pm – 8pm	52
The NEC	Saturday 14 January 2017	10am – 6pm	*
Online webchat	Wednesday 18 January 2017	11am – 2pm	1

4.2 Website activity

The M42 junction 6 improvement project webpage was visited 5,458 times between 1 December 2016 and 30 January 2017 with peaks just before and at the beginning of the consultation period which is in line with the publicity going live.

The consultation webpage hosted on Citizenspace was visited 2,852 times within the same time period with peaks when it went live and also during week commencing 12 January 2017 which was immediately following the Bickenhill event.

Evidence of this activity can be found in Appendix M.

5 Consultation feedback

5.1 Total responses

A total of 217 individual responses were received as part of the consultation. 182 of these respondents had completed a questionnaire and 35 had submitted their response as a letter or email. The majority of comments were received by questionnaire with 113 of the questionnaires completed online and 69 completed using paper questionnaires.

Response channel	Total number
Questionnaire returned at exhibitions	52
Questionnaire returned by post	17
Questionnaire completed online	113*
Respondents who did not use the questionnaire	35*

*The comments from one online questionnaire response were also submitted as an email response. The issues raised were therefore only accounted for once.

The questionnaire included an equality and diversity form to complete voluntarily. 175 forms were completed, which is 96% of the questionnaires received.

5.2 Responses received

Postcode information was requested in the questionnaire (Question A5). Of the 217 responses, 146 (67%) provided this information.

The image overleaf shows a heat-map of the concentration of responses by area. The heat-map highlights the areas where the most responses were received. The colour denotes a cluster of responses in a location. There are some individual responses outside the coloured areas and beyond the location shown on the map but these were not clustered.

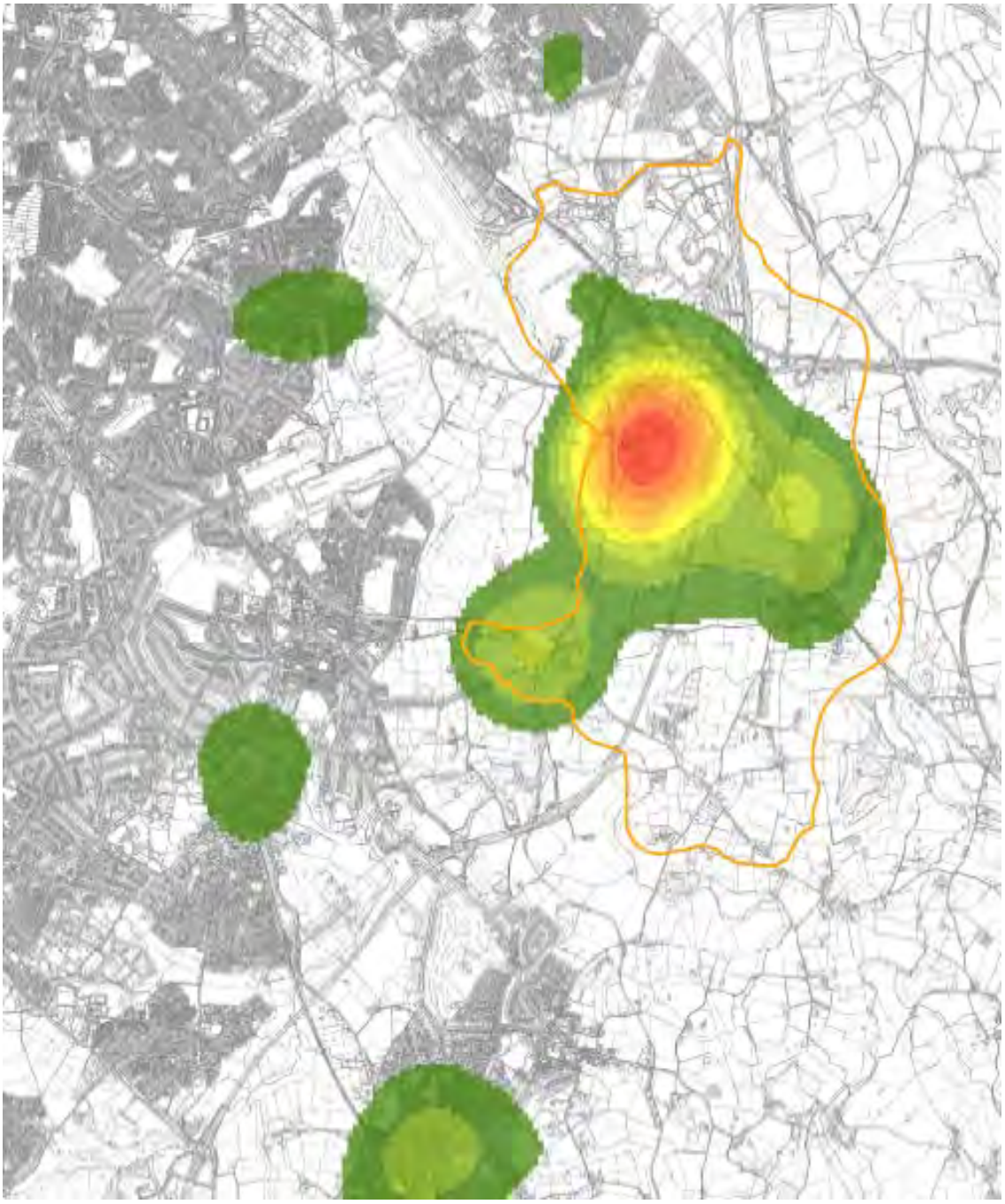


Figure 9: Heat-map of the number of responses to the consultation by location

The below graph shows the number of questionnaire responses by age group, and shows that there was good representation across most age ranges.

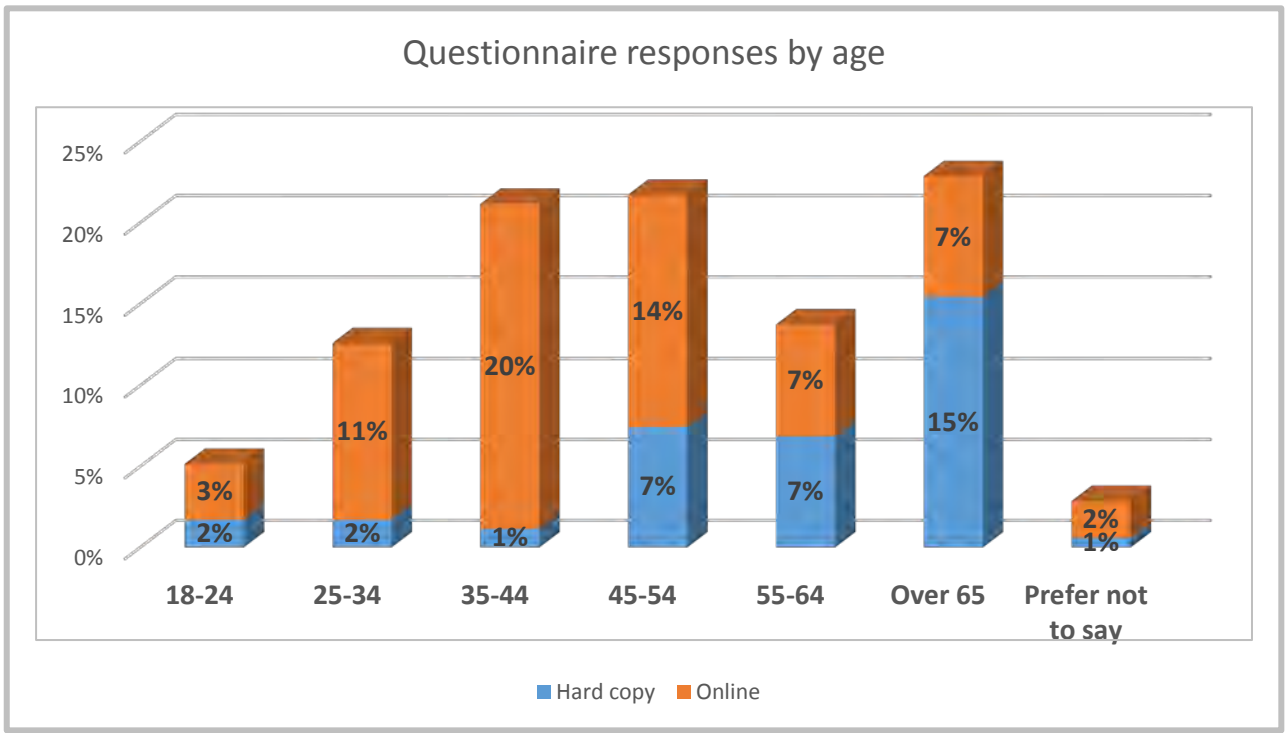


Figure 10: Bar chart showing questionnaire responses by age

5.3 Respondents who did not use the questionnaire

A number of stakeholders chose to submit letters or emails to present their consultation feedback. A total of 35 responses of this nature were returned. The majority of these were from local businesses or community groups.

The comments in these letters have been logged and analysed. Although some correspondents did not complete the questionnaire, if an individual stated an option preference in their correspondence that has been included in the option selection analysis.

1 Consultation Responses

1.1 Need for the scheme

Overall, the comments were supportive of the need for improvements at the junction. In total, 71% either strongly agreed or agreed for the need to improve the existing junction. 16% either strongly disagreed or disagreed to work at the junction and 13% neither agreed nor disagreed.

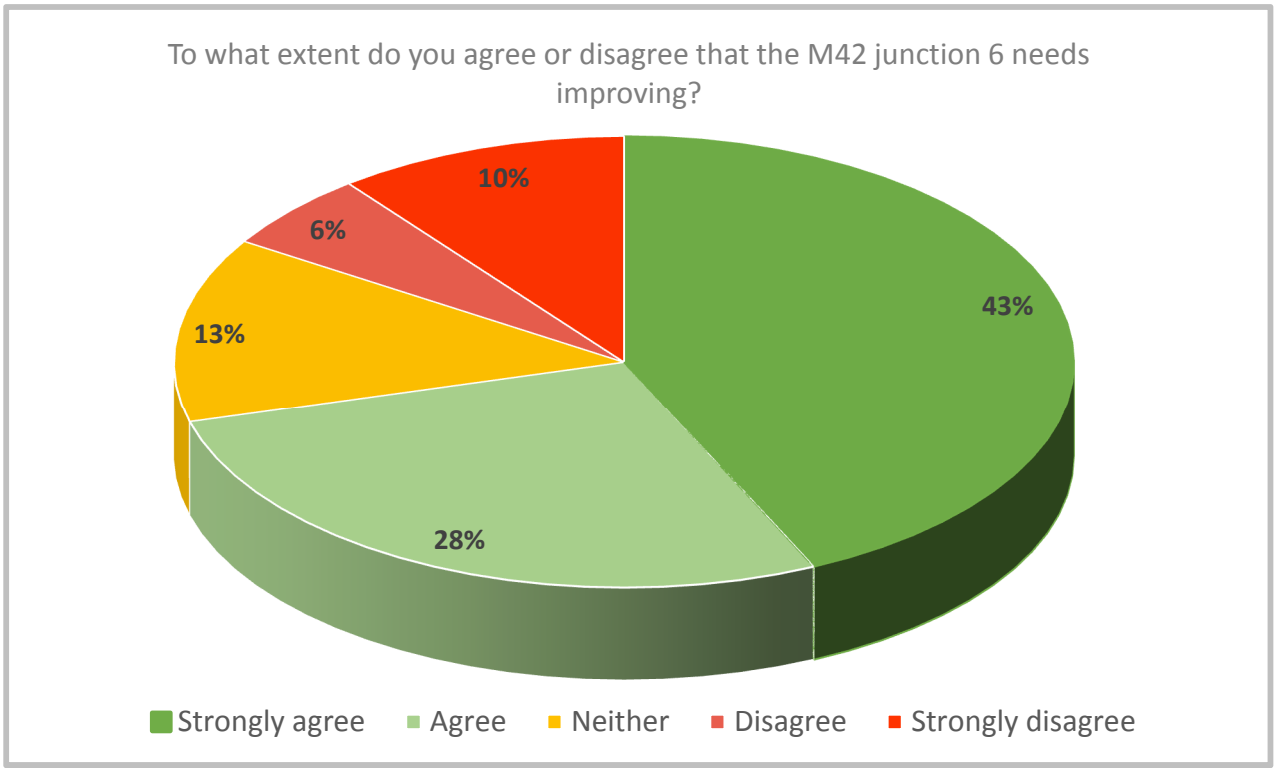


Figure 11: Pie chart showing how consultation respondents view the importance of the scheme

6.2 Option selection

The consultation showed that 64% of the total responses preferred Option 1 with 15% preferring Option 3 and 10% preferring Option 2. 11% had no preference.

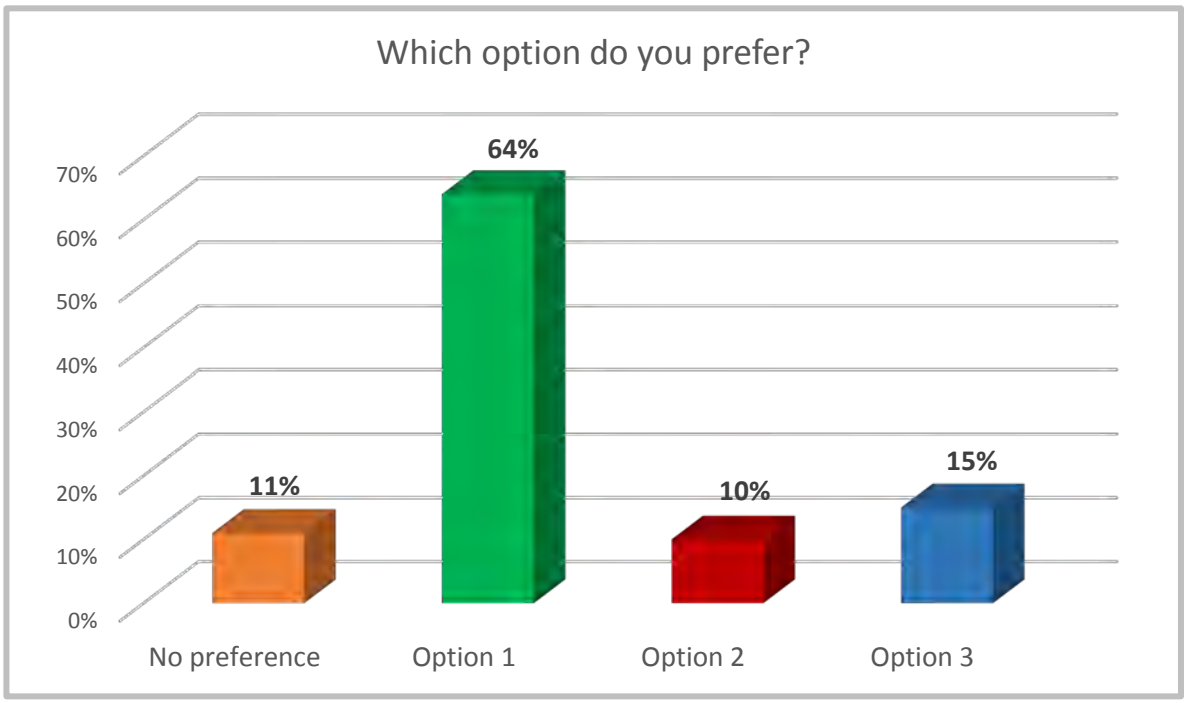


Figure 12: Bar chart showing consultation responses option preference

For the responses with demographic information the option selection has been broken down further. The data has been broken down to responses from:

- Within the consultation boundary (as outlined in section 3.2 figure 7)
- Outside the consultation boundary
- Key businesses and organisations
  - Birmingham Airport, NEC Group, Urban Growth Company, West Midlands Combined Authority, Solihull Metropolitan Borough Council, Packington Estate Enterprises Limited, Evergreen Extra MSA Holdings Limited, FSB (National Federation of Self Employed and Small Businesses Ltd), Coventry and Warwickshire Chamber of Commerce, Warwickshire Gaelic Athletic Association, Susan Barbara Christie Lady Gooch (Gooch Estate), Jaguar Land Rover Limited, Prologis, Resorts World Birmingham, Arden Cross Consortium, National Grid, JJ Gallagher Ltd

The breakdown of the 146 responses that provided address information is as follows:

Numbers

	No preference	Option 1	Option 2	Option 3	Total
Within consultation boundary	1	25	1	15	42
Those outside the consultation boundary	17	46	14	10	87
Key businesses and organisations	2	14	1	0	17

Percentages

	No preference	Option 1	Option 2	Option 3	Total
Within consultation boundary	2%	60%	2%	36%	100%
Those outside the consultation boundary	20%	53%	16%	11%	100%
Key businesses and organisations	12%	82%	6%	0%	100%

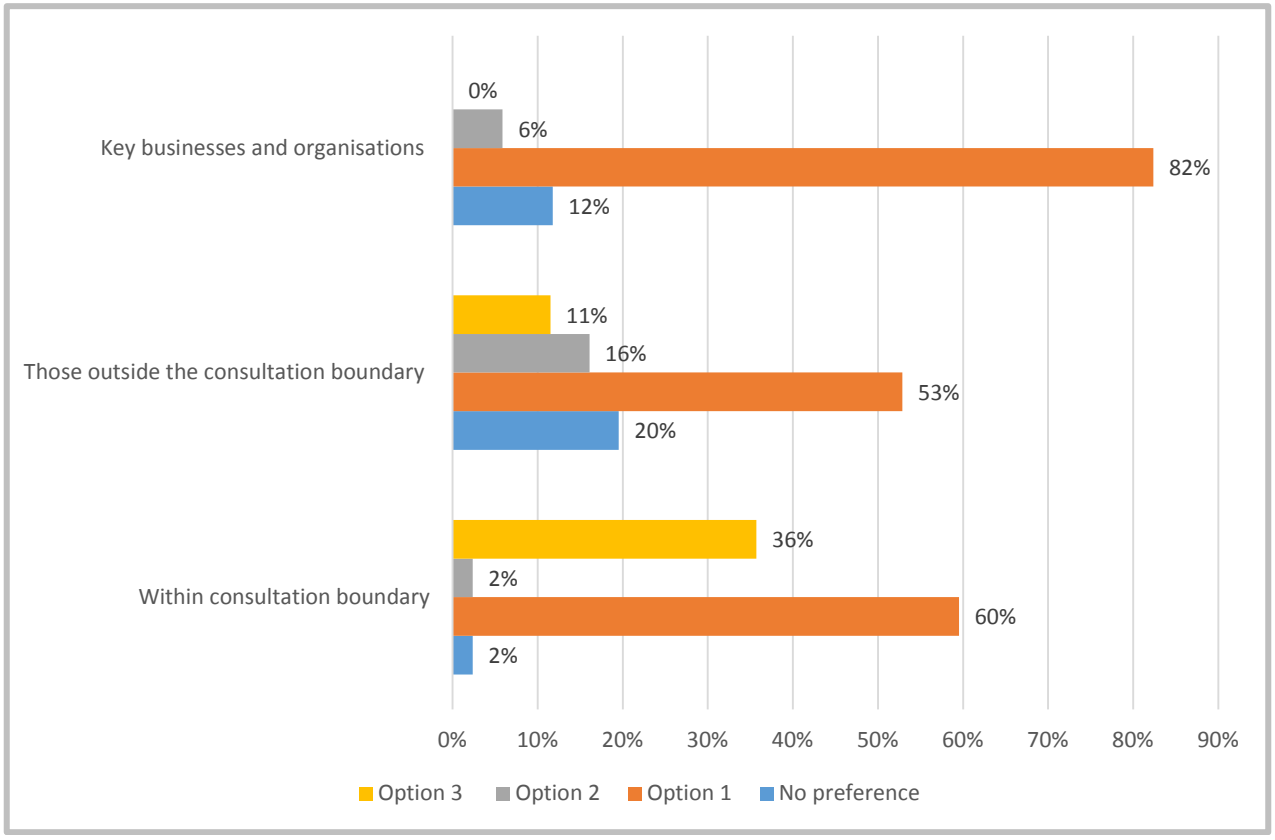


Figure 13: Chart showing option preference where demographic information available

These responses indicated that option 1 was the preferred option for those within and outside the consultation boundary and key businesses and organisations. Option 3 was

the next best supported preference, particularly amongst those within the consultation boundary.

Key reasons for selecting Option 1

Below is a list of the key themes on which respondents stated they based their preference for Option 1.

- *"Additional road will be further from the village of Hampton in Arden."*
- *"Option 1 has the least impact on Bickenhill village in terms of residential properties, land and disruption."*
- *"Only solution that does not have yet another island between Clock roundabout and the new M42 junction."*
- *"Option 1 provides the appropriate balance between the objective of the scheme to provide a fast a reliable strategic link, balanced against the need to minimise impacts to local residents, maintenance, local road access and minimise environmental impacts."*
- *"Option 1 as this provides a more direct link to the A45 and the existing roundabout."*
- *"This option provides more flexibility in terms of a north/south junction which would be better for future growth planned in the area. The dual carriageway element also runs the west side of Bickenhill having a lesser impact on property in that area."*
- *"Traffic flow looks like it will be smoother. Probably less impact (if that is possible) on Bickenhill village. Opportunity to combine new junction with MSA application for Catherine de Barnes."*

Key reasons for selecting Option 2

Below is a list of the key themes on which respondents based their preference for Option 2.

- *"Minimises disruption and land loss whilst delivering the full benefit of a proper junction."*
- *"Appears to be the cheaper option and roundabout access to the local roads is better than access off the dual carriageway."*
- *"Option 2 gives a full access new junction for the M42, which option 3 doesn't. Also Option 2 maintains access to the local roads which option 1 doesn't. Option 2 therefore gives the most flexibility of road access."*

- *"I think this is the most comprehensive when presented with the free flow left turns. It is currently a nightmare and I am passionate about the midlands being more than just a super warehouse, we need great links to provide high quality jobs."*

- *"Less green belt impact. Easier access."*

- *"This is the only option that will enable economic growth to be maximised, and for the existing and future economic and infrastructure needs of this part of the Midlands to be met."*

Main reasons for selecting Option 3

Below is a list of the key themes on which respondents based their preference for Option 3.

- *"More flexible approach to traffic management."*
- *"Keeps new roads close to motorway so that sound pollution is contained into a narrower corridor."*
- *"It has aspects which are future proofed and allows room for the proposed M42 motorway services."*
- *"Least impact on Hampton in Arden."*
- *"Higher capacity junction with M42, and lower land take relative to traffic benefit."*
- *"Taking the shortest route this option appears to create the least damage to the environment, homes and greenbelt. I presume it would be the least cost option due the reduced length and complexity over the other options. It also serves to keep the junction and road network compact without sprawling across greenbelt all the way to Solihull Road."*

Main reasons for selecting No Preference

Below is a list of the key themes on which respondents stated their non-preference.

- *"Option 1 has significant impact on family home and land ownership. However options 2 and 3 have more impact on the whole village of Bickenhill so impacts more people in total. Not convinced there is a need for a junction at all as generally congestion not a big problem."*
- *"The proposed options could conceivably make it more difficult for people living or working in the vicinity of J6 to access their homes or places of work on foot or by bike."*
- *"The option I prefer is Theme 4 Interchange."*
- *"I do appreciate there are many residents who could be affected by any development but surely if traffic flow is improved then pollution should be reduced in the general area which overall is better for everyone and the*

environment. I can't say I have a preference for one option over another but I do think one of the options should go ahead."

- *"None of the options are acceptable. The correct option is to re-develop the existing interchange with direct motorway access to the airport."*
- *"There is no option selected because all will disturb the local village, scenery and landscape."*

6.3 Questionnaires received

A total of 182 questionnaires were returned. This included 17 by post, 113 completed online and 52 completed at public consultation events. Two questionnaires were received after the 27 January 2017 but have been included in the analysis.

The questionnaire asked the following questions:

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

A2. During the last 12 months at what time of the day/night have you travelled through M42 junction 6?

A3. Please indicate your reason for using the M42 junction 6

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

A5. Please provide the postcode for your home and workplace

A6. Please tell us how concerned you are about the following issues:

- 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?

A8. Reason for your preferred option

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

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

The information received from all the questionnaires has been analysed and the findings are presented below:

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

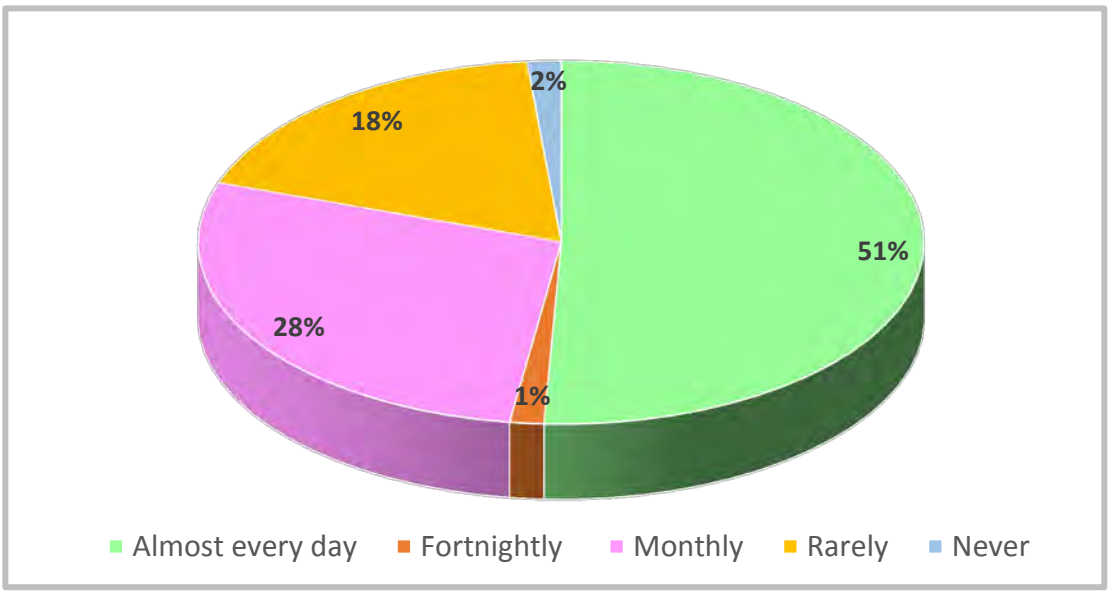


Figure 14: Pie chart showing how consultation respondents travel through M42 junction 6

The above chart shows that 51% of respondents travel through the M42 junction 6 almost every day. One per cent travel fortnightly, 28% monthly, 18% rarely and 2% never travel through junction 6. Therefore, we can ascertain that the majority of comments are from those that regularly the junction.

Question A2. During the last 12 months at what time of day / night have you travelled through the M42 junction 6?

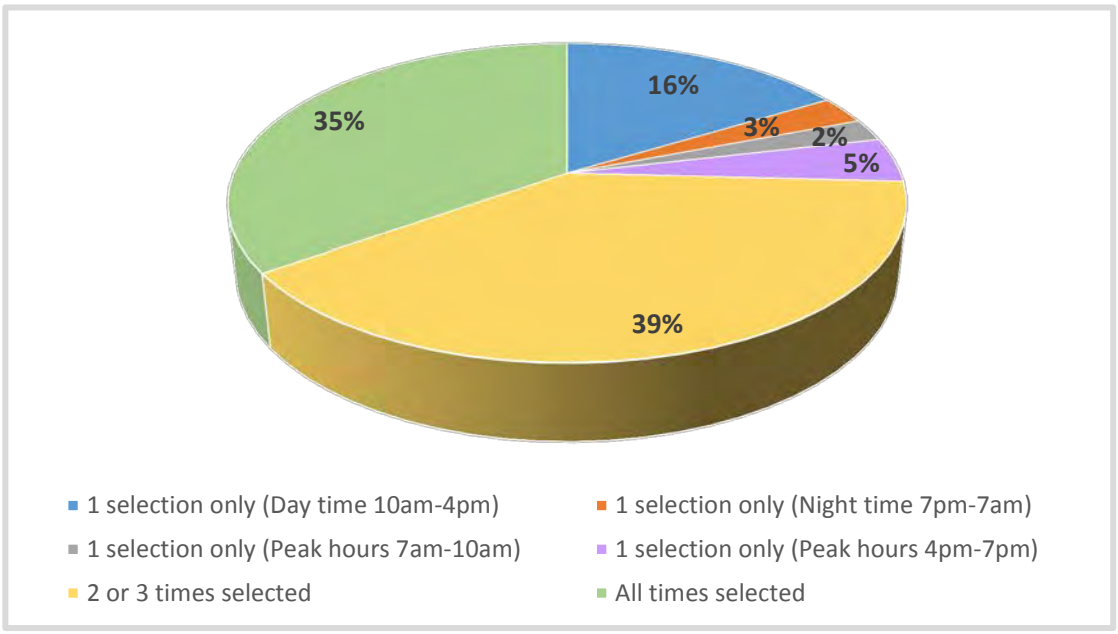


Figure 15: Pie chart showing when consultation respondents travel through M42 junction 6

Respondents were able to select more than one time period. The above chart shows that the majority of respondents travel through the junction during at least two or more of the particular time periods.

Question A3. Please indicate your reason for using M42 junction 6?

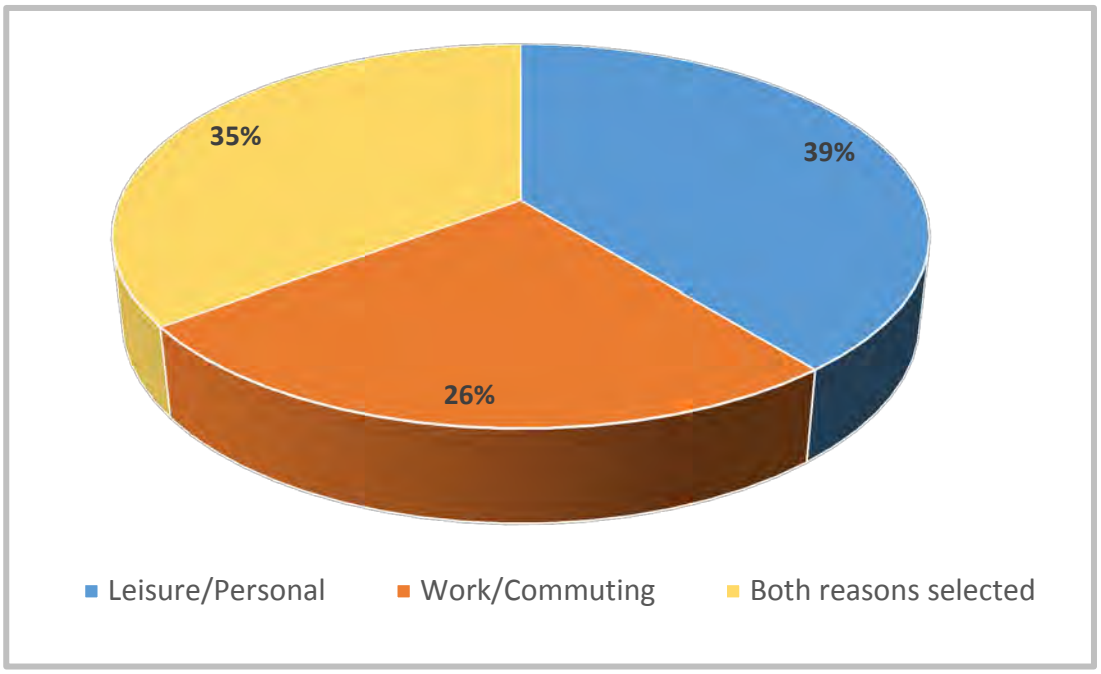


Figure 16: Pie chart showing the reason consultation respondents travel through M42 junction 6

Respondents were able to select more than one reason. The above chart shows that 39% of respondents use the junction only for leisure/personal reasons, compared to 26% using it only for work or commuting. 35% use the junction for both reasons.

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

Results of this are shown in section 6.1.

Question A5. Please provide the postcode for your home and workplace

Results of this have been used to produce the heat map shown in section 5.2 (figure 9).

Question A6. Please tell us how concerned you are about the following issues

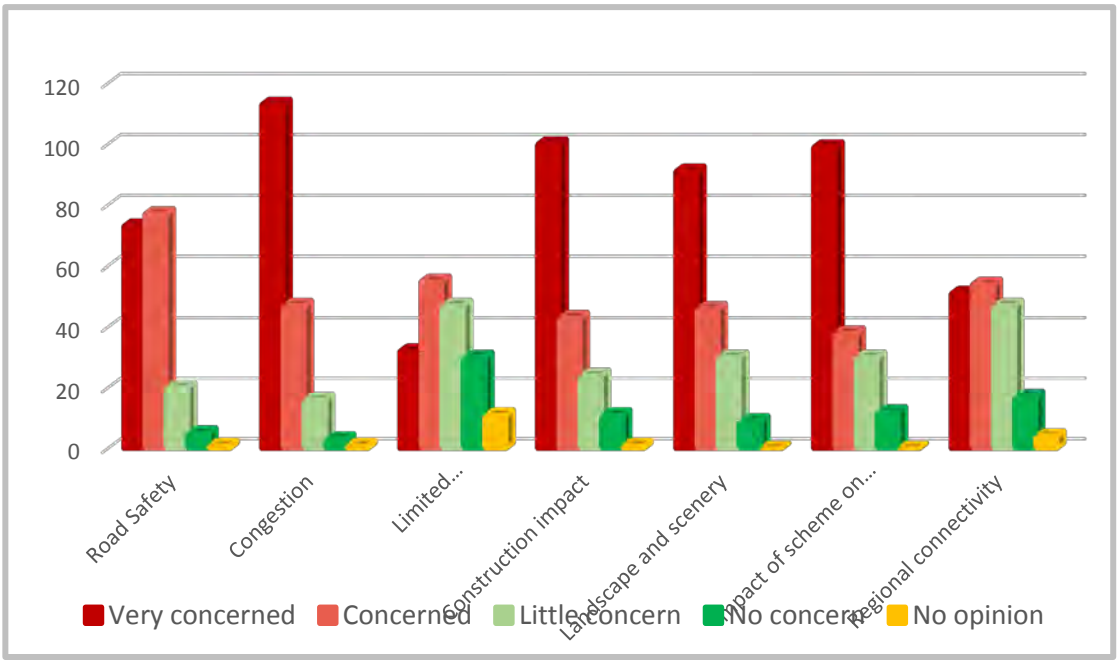


Figure 17: Bar chart showing concerns of consultation respondents

This bar chart shows an overview of the concerns of respondents for each of the seven themes stated in the questionnaire. Respondents showed their main concern was congestion followed by construction impact, impact of the scheme on residential properties and landscape and scenery. Respondents showed lesser concern for limited opportunities for economic growth or regional connectivity. Many respondents stated additional concerns in the comment section of the questionnaire. These have been analysed in the Consultation Analysis section of the report.

Question A7. Which option do you prefer?

Results of this are shown in section 6.2

Question A8. Reason for your preferred option

Responses to this are included in section 6.2

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

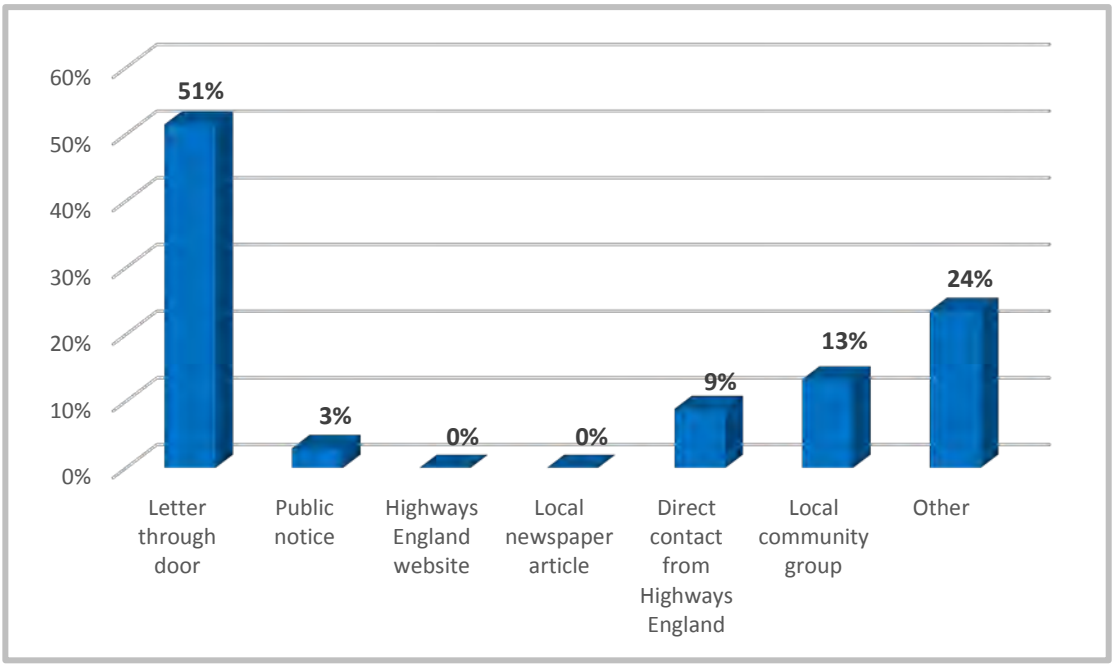


Figure 18: Bar chart showing how consultation respondents stated they found out about the consultation

The above chart shows that the majority of respondents stated they found out about the consultation by letter. 24% selected other, which included email at work, word of mouth, local forum.

7 Consultation analysis

7.1 Comments made in the consultation

All comments received during the consultation in the general comments sections, in the questionnaires and included in other correspondence have been documented and considered.

The feedback received from the consultation will be used to inform the development of design and assessment in order to make a formal announcement later in 2017 on the preferred route option. Some comments received were beyond the scope of the consultation and scheme. However, these comments have still been documented.

The analysis of comments involved:

- Logging all consultation feedback in an online database.
- Each written comment was broken down into themes and sub-themes. Correspondence were considered in their entirety, with the possibility of several themes being raised by one respondent.
- The themes were then categorised as positive, negative and neutral. This was used to assess the general sentiment for that theme.
- From the comments any suggested design changes or alternatives were identified and assessed.

7.2 Analysis of key themes

The comments received during the consultation were broken down into five themes (general, land, construction, environment and design) and then analysed further into sub-themes to ascertain any trends. Each theme was assigned a sentiment in order to identify trends in comments.

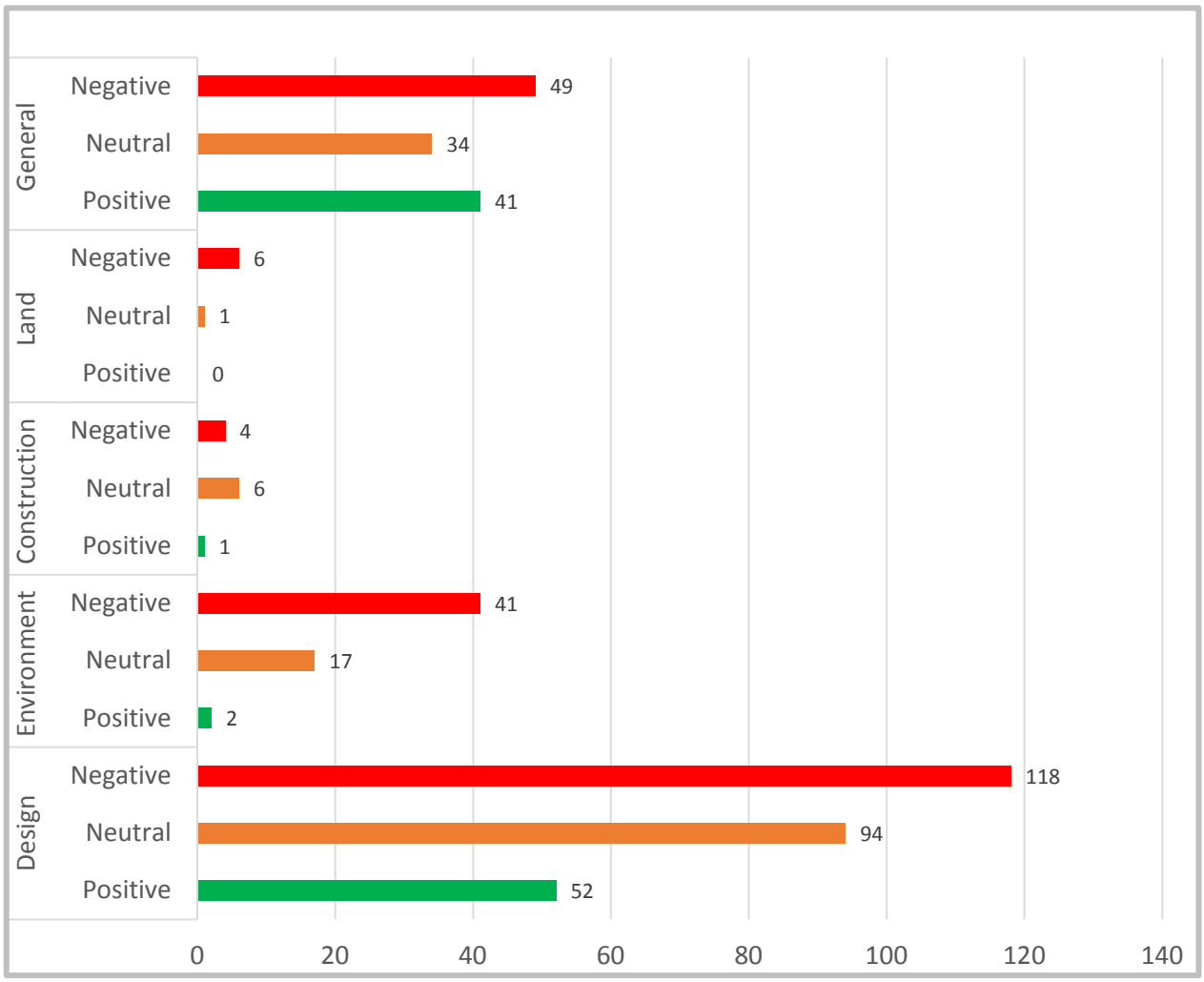


Figure 19: Bar chart showing key themes in consultation responses

The chart above shows an overview of the negative, positive and neutral comments received per key theme. The majority of comments were on the design theme with 118 negative comments and 52 positive comments. The land and construction themes received the least number of comments.

Where demographic data is available the comments have been broken down further into those from:

- within the consultation boundary (as outlined in section 3.2 figure 7)
- outside consultation area
- key businesses and organisations

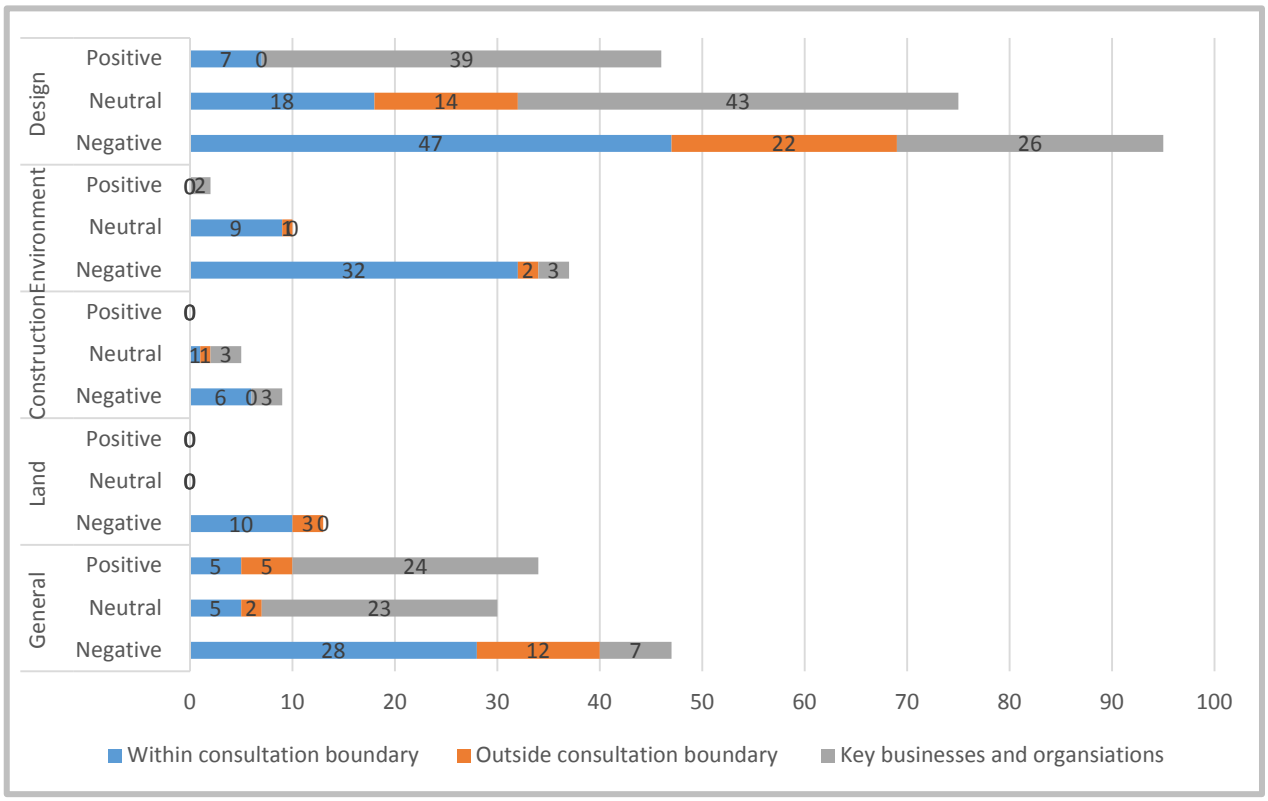


Figure 20: Breakdown of comments for responses with demographic data

The chart above shows that, for those within the consultation boundary, the theme receiving the most comments was design, with the majority of these comments being negative. Key businesses and organisations also commented the most on design but these were mostly neutral or positive.

The respondents from within the consultation boundary also submitted a relatively high number of negative comments about environment. In comparison, key businesses and organisations and those outside the consultation boundary made very few comments about the environment.

Those outside the consultation provided far fewer comments, but the issue they commented on the most was design.

7.3 Analysis of sub-themes

The range of comments received for each theme were analysed further by creating sub-themes. By reviewing the comments by sentiment, trends can be identified from stakeholders' responses.

Positive comments

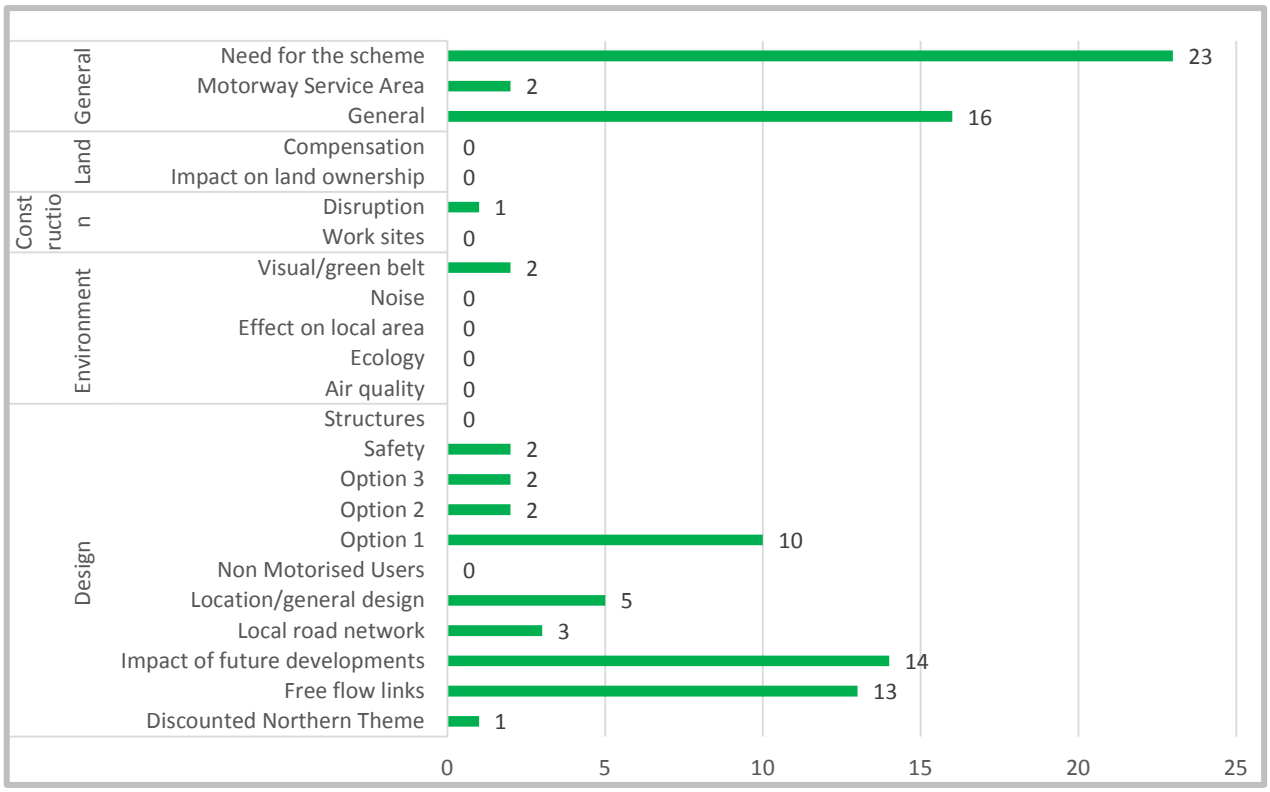


Figure 21: Bar chart showing positive comments in consultation responses

The chart above shows the number of positive comments received on sub themes. A number of respondents stressed their support for the scheme and the importance for improvement to the junction to help support future developments. There were also positive comments for the free flow links presented at the consultation.

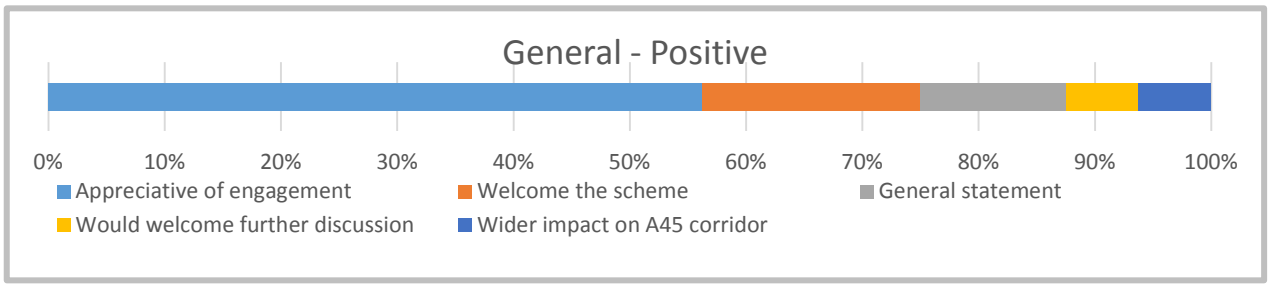


Figure 22: Breakdown of positive general comments in consultation responses

There was a range of general positive comments and the chart above shows how these break down into themes. The majority of these comments stated appreciation of the early stakeholder engagement and welcomed the opportunity to comment on the scheme.

Negative comments

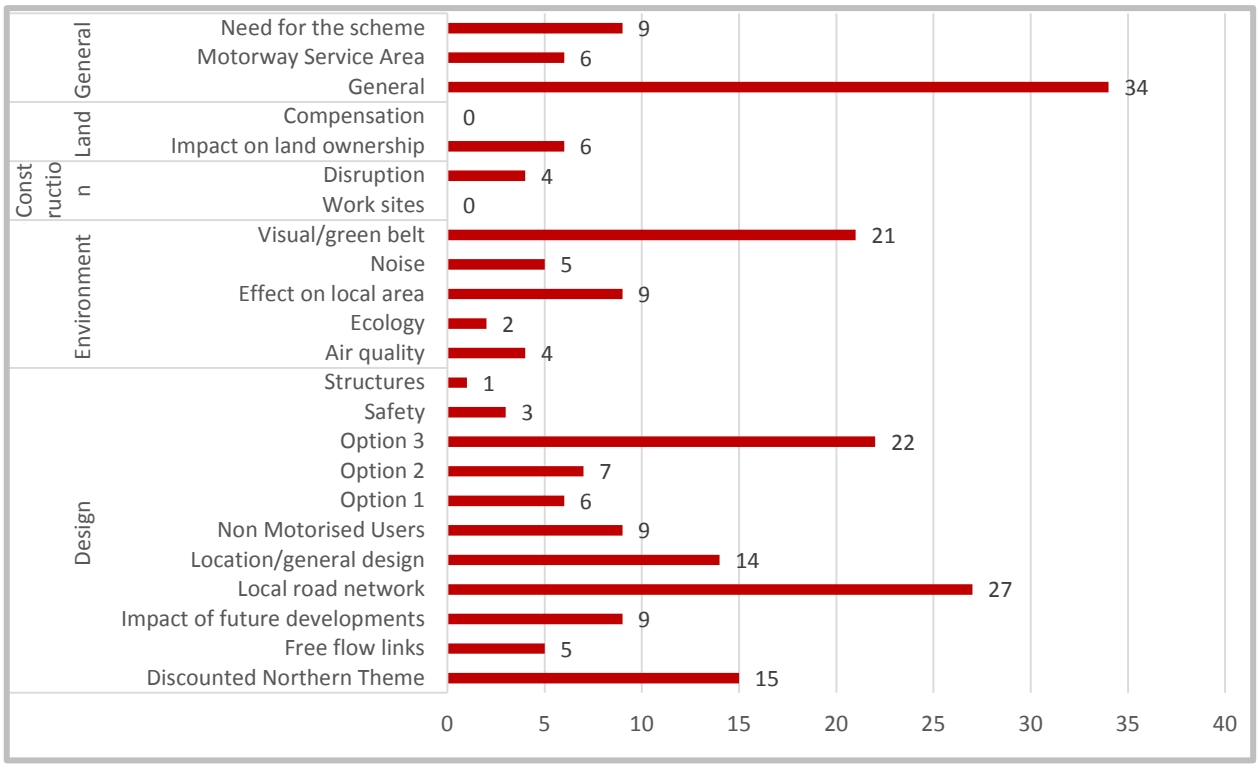


Figure 23: Bar chart showing negative comments in consultation responses

The chart above shows the number of negative comments received for key themes. There were 27 concerns raised about the impact the scheme would have on the local road network. The impact on green belt land and how option 3 would affect Bickenhill were raised by a number of respondents. There were also concerns that the Northern (Theme 5) option had been discounted too early.

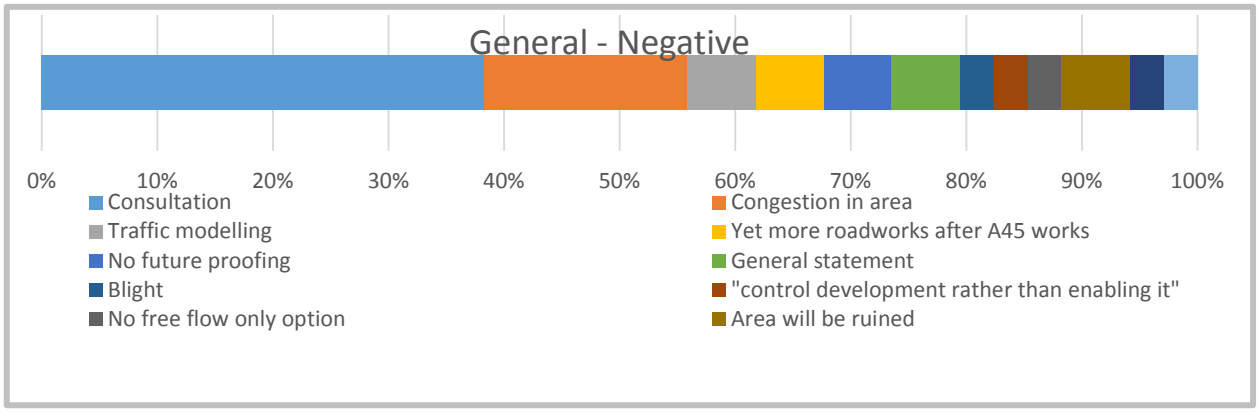


Figure 24: Breakdown of negative general comments in consultation responses

The general negative comments include a number of respondents who commented on the consultation materials. Comments included “maps lack some clarity”, “abbreviations

not explained" and "not enough key detail on the environmental impact". Concern was also raised that the scheme may not alleviate the traffic problems caused by major events in the area.

Neutral comments

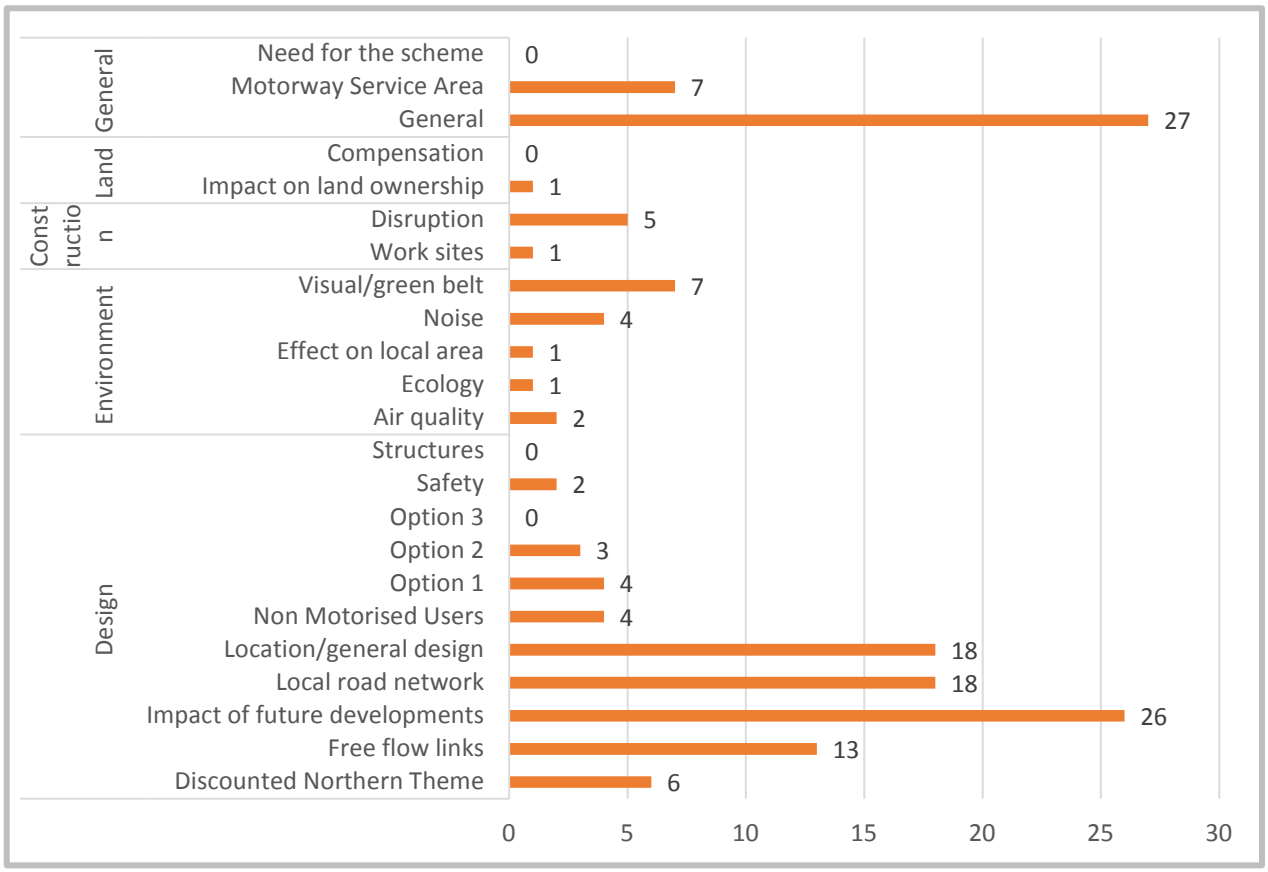


Figure 25: Bar chart showing neutral comments in consultation responses

The chart above shows the number of neutral comments received on key themes. The design themes received the most neutral comments, with respondents commenting on the location, free flow links, impact on local road network and future developments.

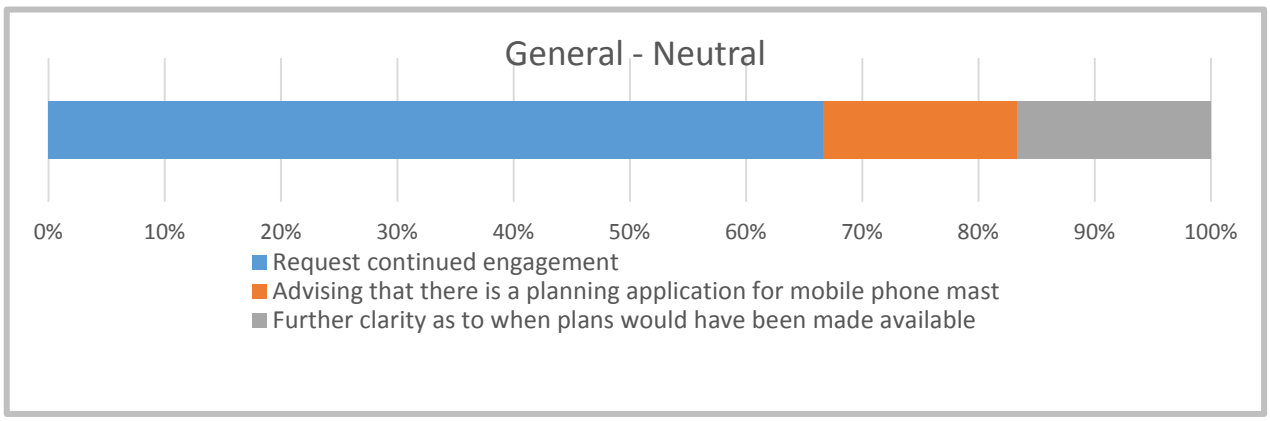


Figure 26: Breakdown of neutral general comments in consultation responses

The majority of general neutral comments were requests to be included in ongoing engagement.

Free flow links

The consultation brochure included information on potential free flow left turns at M42 junction 6. These received a variety of comments in responses. Overall 31 comments were received on the free flow links. The graph below shows the breakdown of these by sentiment.

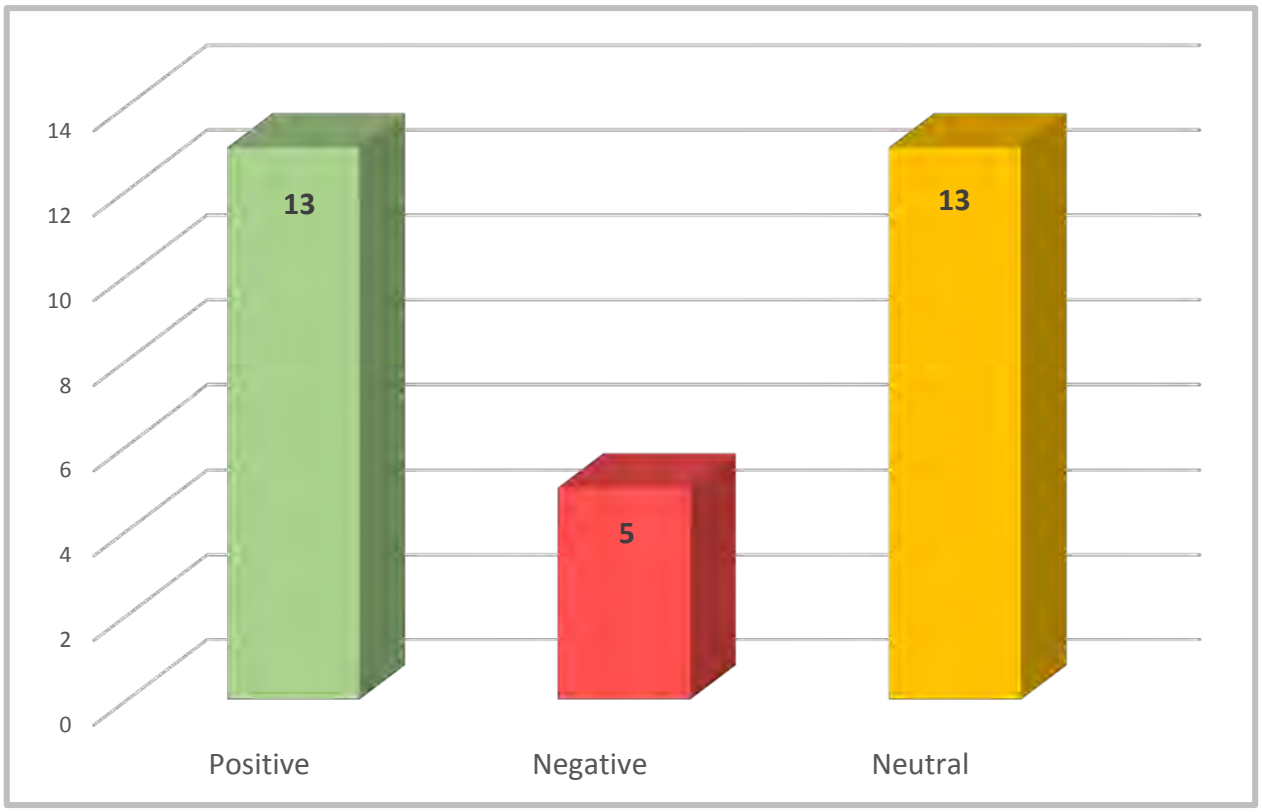


Figure 27: Breakdown of comments in consultation responses on free flow left turns, broken down by sentiment

The chart shows the comments received on the free flow left turns. The majority of these were either positive or neutral comments. The majority of positive comments stated that the free flow left turns should not be an optional extra but should be an integral part of the scheme.

8 Design changes and alternatives

8.1 Overview

A number of respondents suggested changes and alternatives to the possible options presented at the consultation. All of these comments have been recorded and examined and an initial assessment has been undertaken to ascertain if the suggested changes meet the scheme objectives and are feasible and deliverable.

8.2 Suggested design changes

The suggestions for design changes identified during the consultation are shown below. These have been reviewed and will be looked at in more detail as the design progresses.

Option 1

- Move the road location north west at Clock interchange away from Bickenhill and nearer end of runway
- Reduce impact zone
- Road signage improvements
- Additional spur to service Bham A45/JLR/proposed new industrial area
- Manage the impact on local roads
- Catherine-de-Barnes Lane replaced by the dual carriageway and closed to lessen the impact of road infrastructure on the area
- Can north facing arms at the junction be included?

Option 2

- Design refined to reduce impact on houses
- Change the road alignment to follow the M42 and pylon corridor
- Additional roundabout changed to a flyover
- Remove link road to Catherine de Barnes Lane to omit the proposed new roundabout

Option 3

- Improve the proximity of the existing junction 6 and new junction

Free flow links

- Free flow lanes should be an integral part of the preferred option and delivered scheme
- More consideration on the impact of south east link on National Motorcycle Museum
- Consider a free running lane on to the A45 West
- Improving the existing northbound off slip with two lanes for vehicles turning right
- Creating access into the Arden Cross (HS2 Interchange Triangle site)
- Creating south west free flow link

General scheme changes

There were also a number of comments about changes to the scheme in general. These are:

- Ensure facilities for non-motorised users
- Depending on option, design changes to mitigate against impact on identified National Grid assets.
- Combine new junction with Motorway Service Area application
- Ensure consideration are taken to reduce rat-runs on local roads
- Improvements required at Clock Interchange
- Consideration of potential development schemes in design
- The new junction should be open before any works commence on the existing junction 6
- Removal of traffic lights on the roundabout
- Noise mitigation required

8.3 Suggested alternative designs

Some respondents provided alternative options or requested that previously discounted options are reviewed again. These are:

- No need for new junction
- West link from the new link road to Damson Parkway
- Theme 1 should not be discounted
- Theme 3 should not be discounted
- Theme 4 should not be discounted
- Theme 5 should not be discounted
- Have traffic from the NEC exiting directly onto the junction
- Separate queues for work commuters and NEC visitors
- Proposal to improve access from M42N to A45E, and proposal to improve traffic flow across the Birmingham Business Park Island
- Tunnel to reduce impact on green belt
- Southern junction not so south
- Re-develop the existing interchange with direct motorway access to the airport.
- Trumpet interchange
- Access slip roads just to join the motorway at north of NEC

An examination of the alternative design suggestions concluded that many of the suggestions have been previously assessed and taken into account as part of the work during the option selection process. The reasons for discounting several of the themes was included within the consultation materials. In addition, some of the alternatives suggested were not within the scheme remit.

8.4 Suggested alternative designs not previously included in option selection process

Most of the alternative options mentioned by respondents have been previously assessed as part of the option selection process. The only options suggested which were not looked at as part of this process are:

- West link from the new link road to Damson Parkway
- Separate queues for work commuters and NEC visitors
- Tunnel to reduce impact on green belt
- Trumpet interchange

An initial assessment of these shows that these options either do not meet the scheme objectives or are not viable or deliverable.

8.5 Suggestions taken forward for further work

The assessment of the changes put forward by respondents within the comments identified certain areas which will be taken forward in the design process as they will require additional work, in particular:

- Clock interchange potential changes
- Free flow links
- Facilities for non-motorised users

These three areas will be developed in more detail as the design process continues and the outcomes will be discussed with impacted stakeholders.

9 Conclusions

Highways England held a 7 week non-statutory consultation to seek views on the proposed improvements to junction 6 of the M42 between Friday 9 December 2016 and Friday 27 January 2017. The feedback received from the consultation will be used to inform the further development of the assessment and design process which will lead to a decision of which route option to take forward.

This consultation forms part of the Highways England commitment to engage with stakeholders. The project team had involved key stakeholders in the process of developing appropriate options to take forward to the public consultation. The project team will continue to maintain close links with all the stakeholders as the scheme develops through the preliminary design and statutory process; in order to ensure their views and issues are incorporated into the design where appropriate.

The consultation successfully met its aims. A comprehensive list of stakeholders affected by the proposed options were identified and contacted through a range of communication channels.

In addition to the planned exhibitions the project team responded to stakeholders' requests during the consultation for an additional exhibition specifically for Bickenhill residents. This was one of the most well attended exhibitions.

The consultation clearly demonstrates a high level of support in principle for improving M42 junction 6, with 71% agreeing or strongly agreeing to the need.

The consultation clearly demonstrates Option 1 as the preferred proposal with 64% of respondents selecting it as the option of choice.

The consultation demonstrated that the free flow links were supported in general. However, the inclusion of the free flow links will require review in light of traffic modelling and additional engagement with affected landowners to develop the design.

There were no new alternative options suggested during the consultation period that meet the scheme's objectives whilst being both viable and deliverable.

The comments and concerns raised during the consultation will be used by the project as they progress the design and will assist in the selection of the preferred option as the scheme approaches statutory consultation and Development Consent Order (DCO) application. They will also feed into the environmental assessments and review of facilities for non-motorised users which are required for the scheme.

This is only the beginning of the process; a further statutory consultation will be held prior to submitting the scheme Development Consent Order application to give the public the chance to comment on the more detailed proposals. Highways England will review the programme for future consultation(s) after the preferred route announcement.

10 Appendices

Appendix A

List of communications channels

Channel	Stakeholder	Output
Invitation letter to public events	• Key businesses • Community and business groups • Emergency services • Transport associations • Statutory bodies	Sent 25.11.16 47 letters posted by first class mail
Invitation letter to VIP event and other public events	VIPs	Sent 25.11.16 32 letters emailed and posted by first class mail.
Invitation letter to public events	Local residents and businesses within the consultation boundary	Sent 25.11.16 1809 letters delivered individually using a bicycle courier company
Invitation letter to public events	Landowners and occupiers identified as having an interest in land affected by the proposed options	Sent 25.11.16 210 letters delivered individually using a bicycle courier company or by post, depending on the location of the addressee
Press release	Media	Press release sent on 5 December. It can be viewed on the Highways England website https://www.gov.uk/government/news/consultation-begins-on-m42-junction-6-upgrade
Posters advertising public events (included QR codes linked to scheme webpage)	Public	A4 posters were located on notice boards in local libraries, supermarkets, post offices, village notice boards and hotels for the period of the consultation. Posters were sent to locations 2 weeks before consultation on 25 November 2016. The locations were: 1. Balsall Common Library 2. Castle Bromwich Library 3. Chelmsley Wood Library 4. Dickens Heath Library 5. Hampton in Arden Library 6. Hobs Moat Library 7. Kingshurst Library 8. Knowle Library 9. Marston Green Library 10. Meriden Library 11. Olton Library 12. Shirley Library 13. The Core Library 14. Hampton in Arden Post office 15. Elmdon Heath Post Office 16. Meriden Post Office 17. Marston Green Post Office 18. Tesco - Sheldon 19. Morrisons - Sheldon 20. Morrisons - Solihull 21. Waitrose - Solihull 22. Spar - Hampton Lane 23. Bickenhill Village Noticeboard 24. Hampton in Arden Village Noticeboard 25. Catherine de Barnes Village Noticeboard 26. Marston Green village Noticeboard 27. Coleshill Town Noticeboard 28. Arden Hotel

Channel	Stakeholder	Output
		29. Crown Plaza Birmingham NEC 30. Hilton Birmingham Metropole 31. Hotel Ibis Birmingham Airport 32. Novotel Birmingham Airport 33. Hotel Ibis Styles 34. Holiday Inn Express 35. Hotel Ibis Budget Birmingham Airport 36. Manor Hotel Meriden 37. Holiday Inn Birmingham Airport 38. Travelodge Birmingham Airport 39. Etap Birmingham Airport Larger scale versions of the poster were displayed for the duration of the consultation period at: 1. The National Motorcycle Museum 2. Birmingham Airport 3. The NEC 4. Resorts World 5. Birmingham International Train Station In addition PDF versions of the poster were emailed to the below organisations requesting onwards dissemination to staff / distribution lists. 1. Birmingham Business Park 2. Blythe Valley Business Park 3. Jaguar Land Rover 4. The NEC Group 5. Birmingham Airport 6. National Motorcycle Museum
Consultation brochures to deposit locations	Public	130 consultation brochures were initially deposited during the consultation period in the local libraries within Solihull Borough. These were distributed to the libraries using the Solihull Library Service to: 1. Balsall Common Library 2. Castle Bromwich Library 3. Chelmsley Wood Library 4. Dickens Heath Library 5. Hampton in Arden Library 6. Hobs Moat Library 7. Kingshurst Library 8. Knowle Library 9. Marston Green Library 10. Meriden Library 11. Olton Library 12. Shirley Library 13. The Core Library Marston Green library requested an additional 26 consultation brohcures during the consultation period which were sent by Royal Mail
Posters	Hard to reach road users	Posters were displayed for the duration of the consultation period at motorway service areas for long distance drivers. 1. Hopwood Services (M42) 2. Tamworth Services (M42) 3. Corley Services Northbound and Southbound (M6) 4. Warwick Services Northbound (M40) 5. Frankley Services Northbound (M5)
Highways England website	Public	A project specific webpage was set up as part of the Highways England website, which was updated ahead of the consultation period to

Channel	Stakeholder	Output
		include the Consultation brochure and exhibition even details: http://roads.highways.gov.uk/projects/m42-junction-6-improvement/
Webchat	Public	A webchat was held on Wednesday 18 January between 11am-2pm with 1 person logging into the event.
Social media	Public	Social media was used to advertise the public consultation. The consultation also created social media activity
Local authority website	Residents of local authority	In collaboration with Solihull MBC Communications team, the consultation was advertised on the local authority website
Inclusion of article in LA email newsletter "Stay Connected" to those signed up for updates	Interested parties registered for email updates for Consultations or Transport & Highways	In collaboration with the Solihull MBC Communications team an article was included in the "Stay Connected" email newsletter. This was sent to a total of 2412 recipients who were registered to the Consultation Group or Transport & Highways Group
Inclusion in SMBC residents magazine ("Your Solihull")	Residents of local authority	Advertisement included in Winter 2016 Your Solihull which is Solihull Council's quarterly magazine sent to approximately 90,000 residents within the borough. Also available online and at Solihull libraries.
Inclusion of article in LA internal staff newsletter	Staff of local authority many of which may be affected by scheme	This was arranged through Solihull MBC Communications team.
Invitation letter to additional Bickenhill public event	Residents of Bickenhill village and surrounding area	22.12.16 132 properties were identified within Bickenhill village and surrounding area. Letters were hand delivered and contained a copy of the public consultation brochure.
House to house visits	Properties along the corridor of impact for each of the 3 options	24.01.17 An exercise was carried out to identify properties along the corridor of impact for each of the 3 options that hadn't attended a consultation event. 18 properties were identified and a door to door exercise was carried out to visit each address to ensure awareness of the scheme and consultation response deadline. If no answer a 'calling card' was posted through letterbox with details of how to respond to the consultation.

Appendix B

List of additional engagement and meetings

Early Engagement

Early discussion meetings were held to present details of the scheme to date and to listen to thoughts and concerns before developing the options in more detail.

Solihull Metropolitan Borough Council	14 April 2016
Birmingham Airport	26 April 2016
Greater Birmingham & Solihull Local Enterprise Partnership	11 May 2016
National Motorcycle Museum	12 May 2016
NEC	12 May 2016
Rt Hon Caroline Spelman MP - Meriden	13 May 2016
Hampton-In-Arden Parish Council	17 May 2016
Jaguar Land Rover Limited	18 May 2016
Network Rail	19 May 2016
Birmingham City Council	26 May 2016
Coventry & Warwickshire Local Enterprise Partnership	3 June 2016
Arden Cross Consortium	16 June 2016
West Midlands Combined Authority	30 June 2016
HS2	30 June 2016
Bickenhill & Marston Green Parish Council	6 July 2016
Warwickshire County Council	12 August 2016

Meeting for Birmingham Airport to share their growth strategy and discuss what implications there may be in respect of scheme and vice versa.

Birmingham Airport	19 July 2016

Pre-Consultation

Meetings to share further progress on the options and to listen to any thoughts or concerns prior to presenting the options at Public Consultation.

Urban Growth Company	26 October 2016
National Motorcycle Museum	27 October 2016
Rt Hon Caroline Spelman MP	27 October 2016
Birmingham Airport	28 October 2016
Jaguar Land Rover Limited	31 October 2016
Hampton-In-Arden Parish Council	1 November 2016
Bickenhill & Marston Green Parish Council	2 November 2016
Birmingham City Council	3 November 2016
Craig Tracey MP - North Warwickshire	4 November 2016
Arden Cross Consortium	7 November 2016
NEC	10 November 2016
Coventry & Warwickshire Local Enterprise Partnership	14 November 2016
HS2	22 November 2016
West Midlands Combined Authority	25 November 2016
Solihull Metropolitan Borough Council	29 November 2016

Consultation Period

Insufficient time at previous meeting (14.11.16) to properly discuss the scheme and its implications. Specific one item agenda meeting to discuss M42 junction 6.

Coventry & Warwickshire Local Enterprise Partnership	11 January 2017

Meeting to discuss options in more detail in advance of making a formal response to the PC.

Local landowners	10 January 2017
Local landowners	11 January 2017
Hampton-In-Arden Parish Council	13 January 2017
Warwickshire Gaelic Athletic Association	19 January 2017

Presentation of scheme and options currently under public consultation.

Solihull Tourism Forum – 38 organisations represented	18 January 2017

Appendix C

Poster used to advertise the public events

M42 junction 6
Improvement scheme
Public consultations

We want to hear your views

Highways England is holding a public consultation on options for the M42 junction 6 improvement scheme from **9 December 2016 until 27 January 2017.**

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: **www.highways.gov.uk/m42-j6**

Contact us

Write to: **Highways England,**
M42 junction 6 Project Team, The Cube,199 Wharfside Street, Birmingham, B1 1RN

Email:
m42junction6@highwaysengland.co.uk

Telephone: **0300 123 5000**

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

*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.

Highways England Creative S160502

Appendix D

Example of letter to stakeholders about public events

NAME
ADDRESS

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

25 November 2016

Dear Sir / Madam,

M42 Junction 6 Improvement Scheme
Invitation to Public Consultation Events

Highways England is in the process of looking at options for improvements to the M42 at junction 6 to allow for better movement of traffic on and off the M42 and A45 and to support economic growth in the area. The improvements will also support access to Birmingham Airport and prepare capacity for the potential new HS2 station.

We would like to give you the opportunity to share your views on our proposals. You can find out more at the consultation events listed below where our project team will be available to answer your questions.

Arden Hotel
Coventry Road, Solihull
B92 0EH
Friday 9 December 2016
2pm to 8pm

Catherine de Barnes Village Hall
Hampton Lane, Catherine de Barnes
B91 2TJ
Saturday 10 December 2016
10am to 4pm

Fentham Hall
Marsh Lane, Hampton in Arden
B92 0AH
Monday 12 December 2016
10am to 6pm

The Core
Touchwood,Solihull
B91 3RG
Wednesday 4 January 2017
10am to 5pm
(The exhibition stands will remain on display until 27 January 2017)

The NEC
North Avenue, Birmingham
B40 1NT
Saturday 14 January 2017
9am to 6pm
(at Atrium entrance 2)

Webchat
(Register your email address on our website to get involved)
Wednesday 18 January 2017
11am to 2pm

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

If you cannot attend an event, further information about the project is available on our website. The scheme consultation leaflet is also available to view at any of the libraries within Solihull Borough.

Your opinion is important to us. In order for us to take your views into account, please contact the project team:

Website: www.highways.gov.uk/m42-j6

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

Email: m42junction6@highwaysengland.co.uk

Telephone: 0300 123 5000

I thank you for taking the time to read this letter and I hope to see you at one of our events.

If you have any further questions, please do not hesitate to contact me.

Yours faithfully

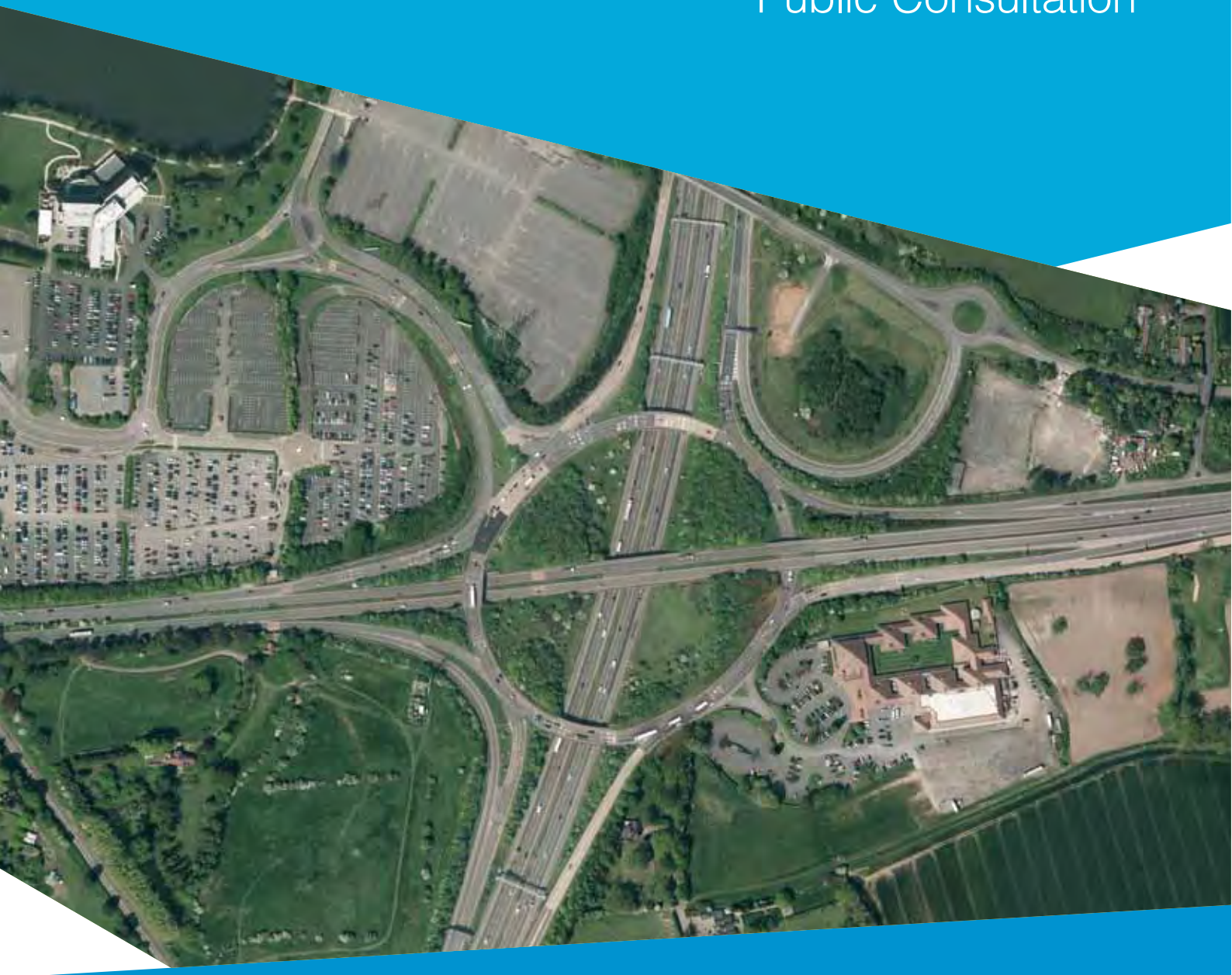
Graham Littlechild
Project Manager Highways England

Appendix E

Public Consultation brochure

highways england

M42 junction 6
Improvement scheme
Public Consultation



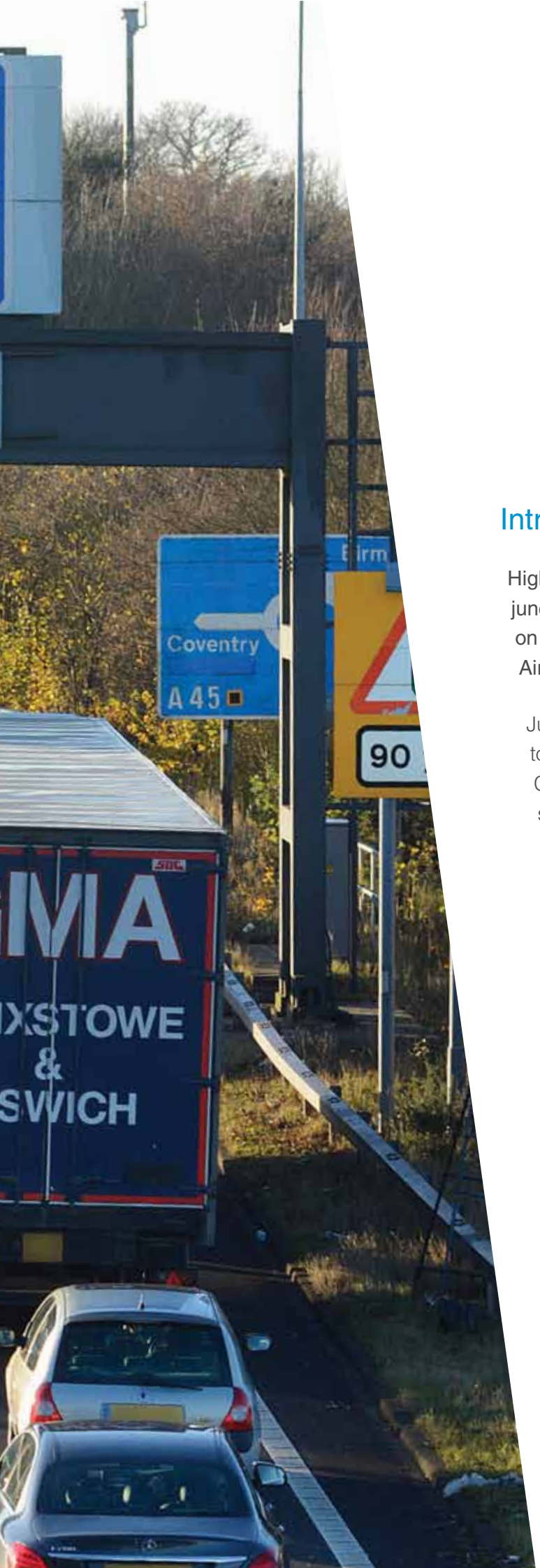
9 December 2016 - 27 January 2017

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	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

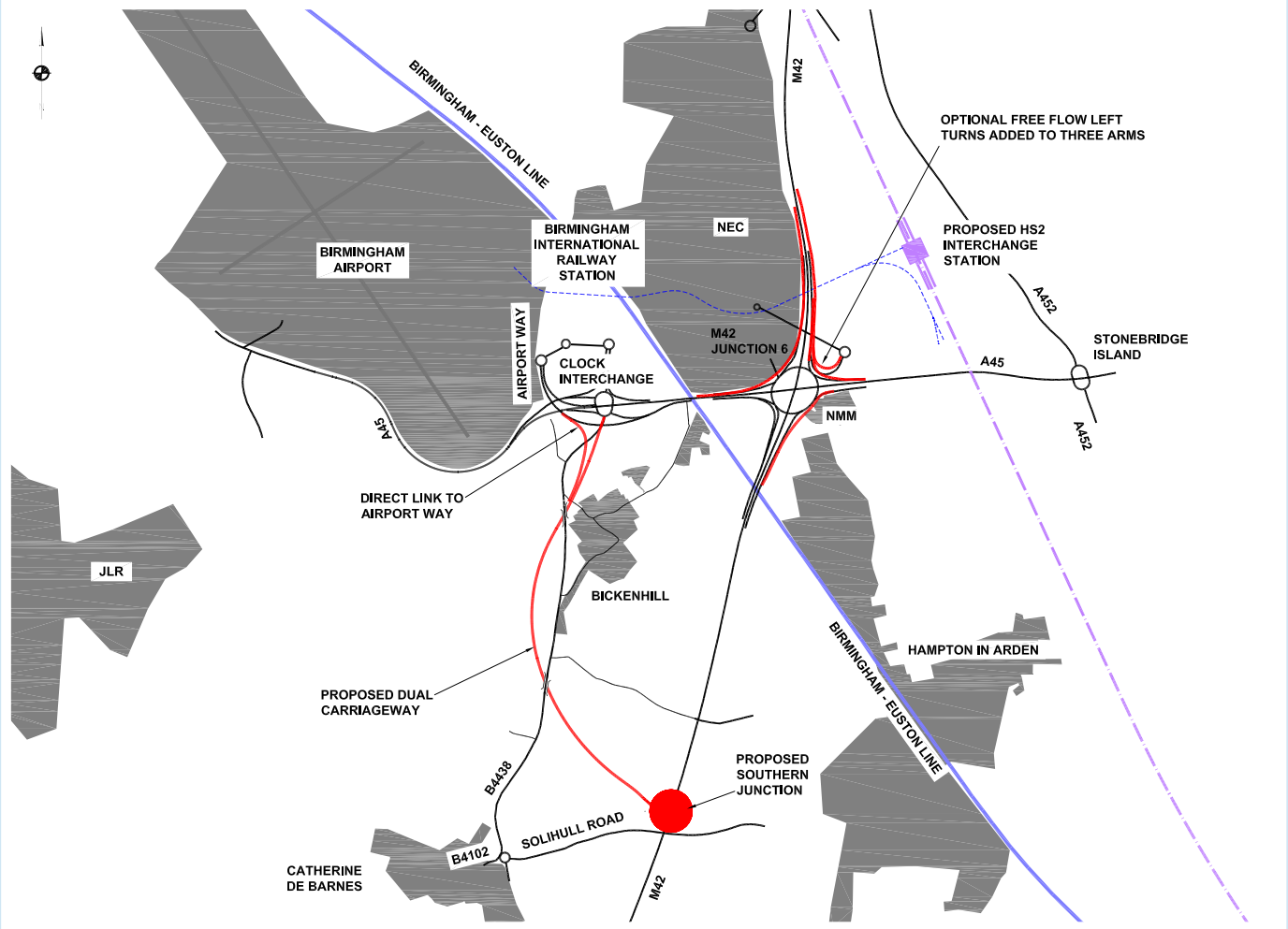
Stage 3

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

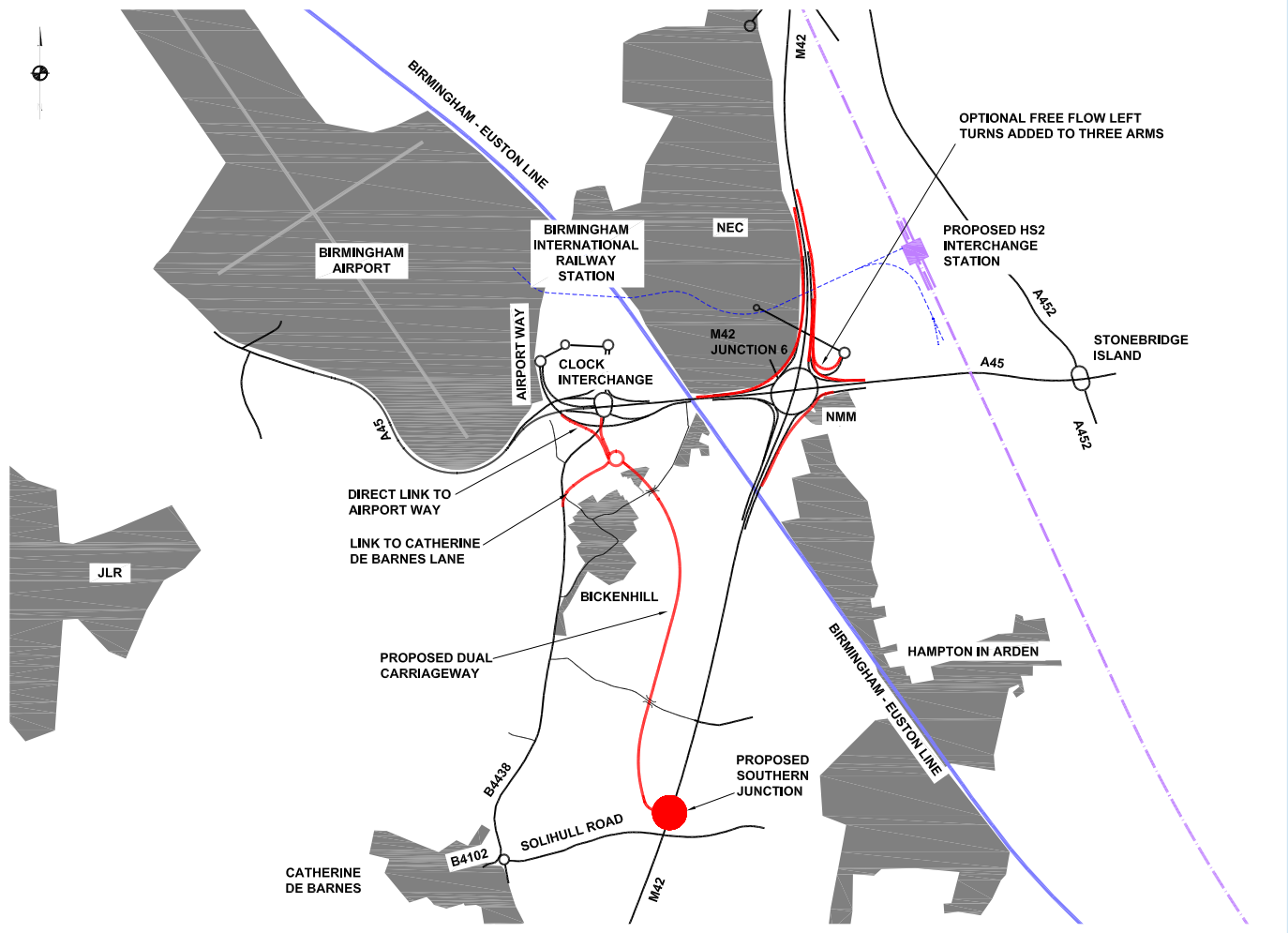


This option would provide a new 2.4 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows of traffic, and free flow links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



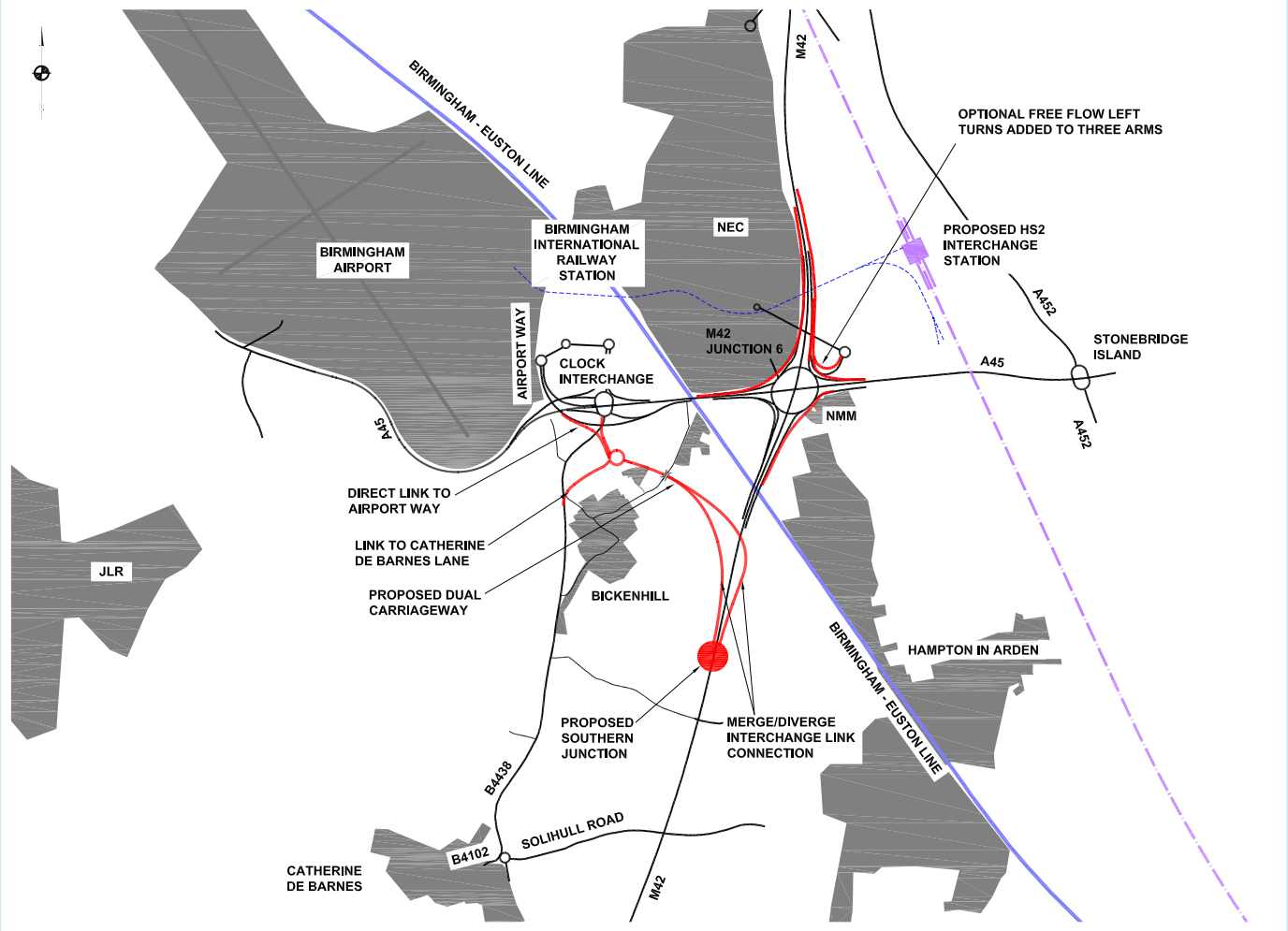
This option would provide a new 2.3 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road.

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

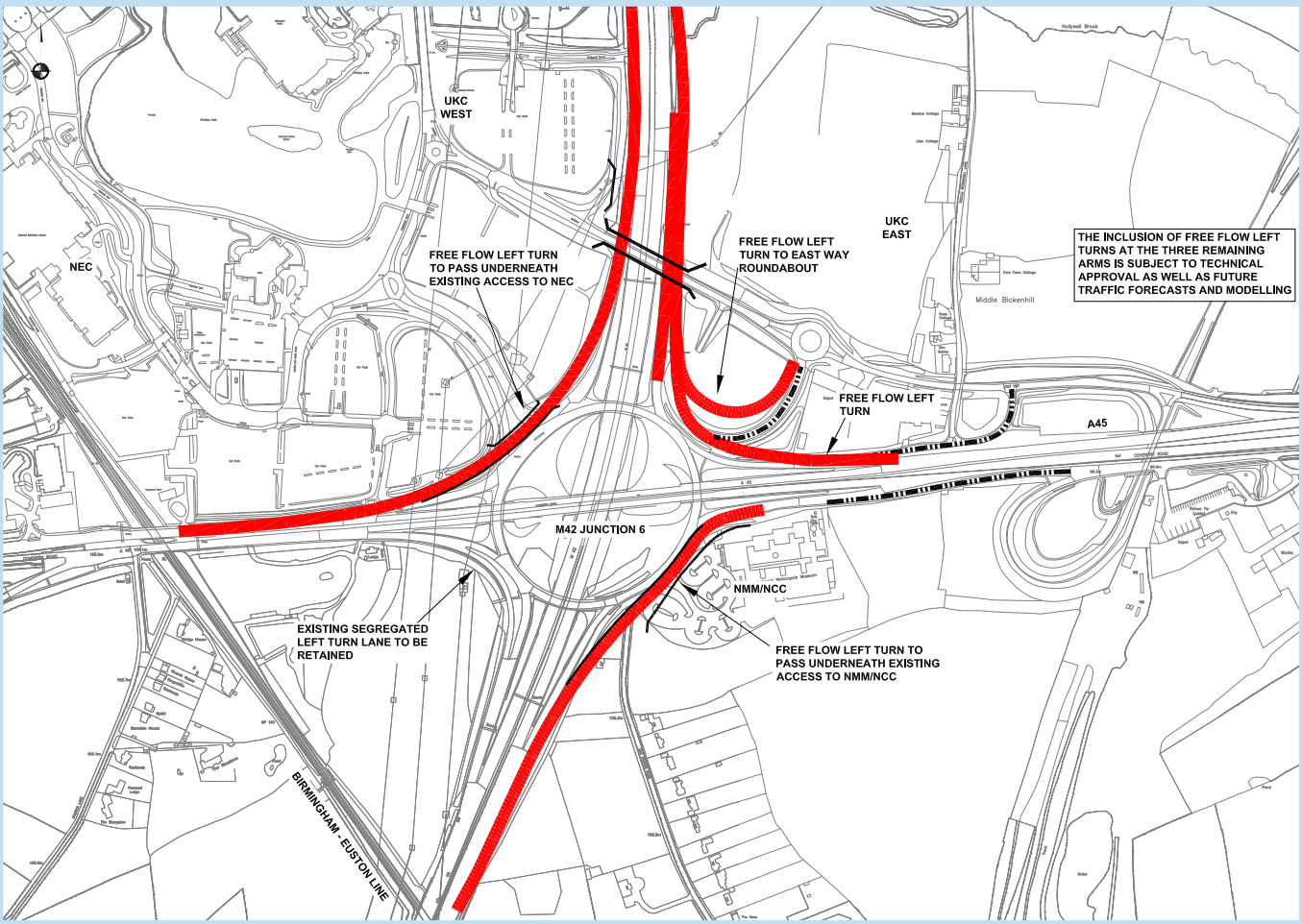


This option would provide a new 1.6 kilometre dual carriageway link between the Clock Interchange and a restricted movements junction with the M42 north of Shadowbrook Lane. This junction would only enable traffic to join the M42 southbound or exit the M42 northbound using free flow links. The Clock 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.

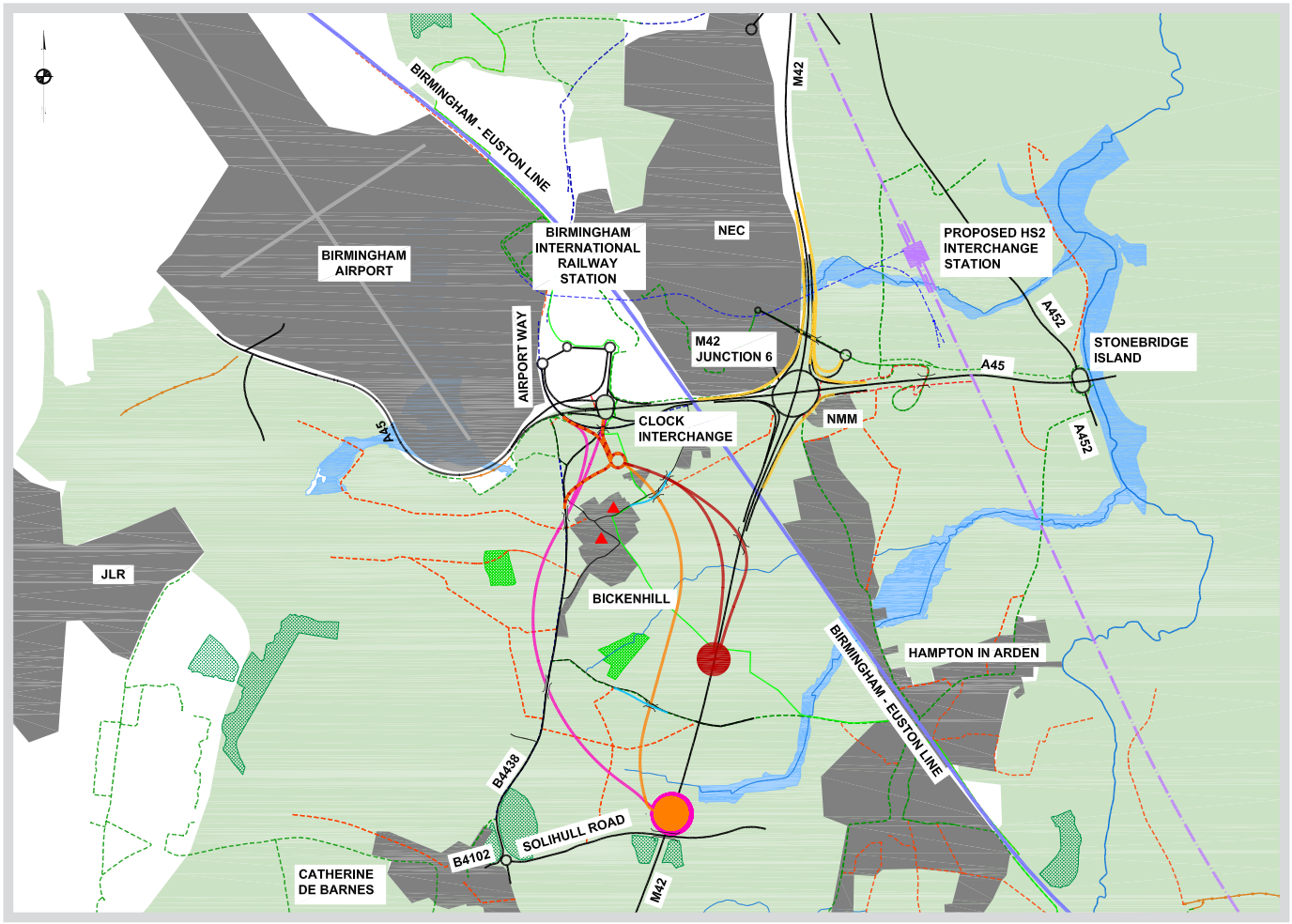
Environmental and local effects

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

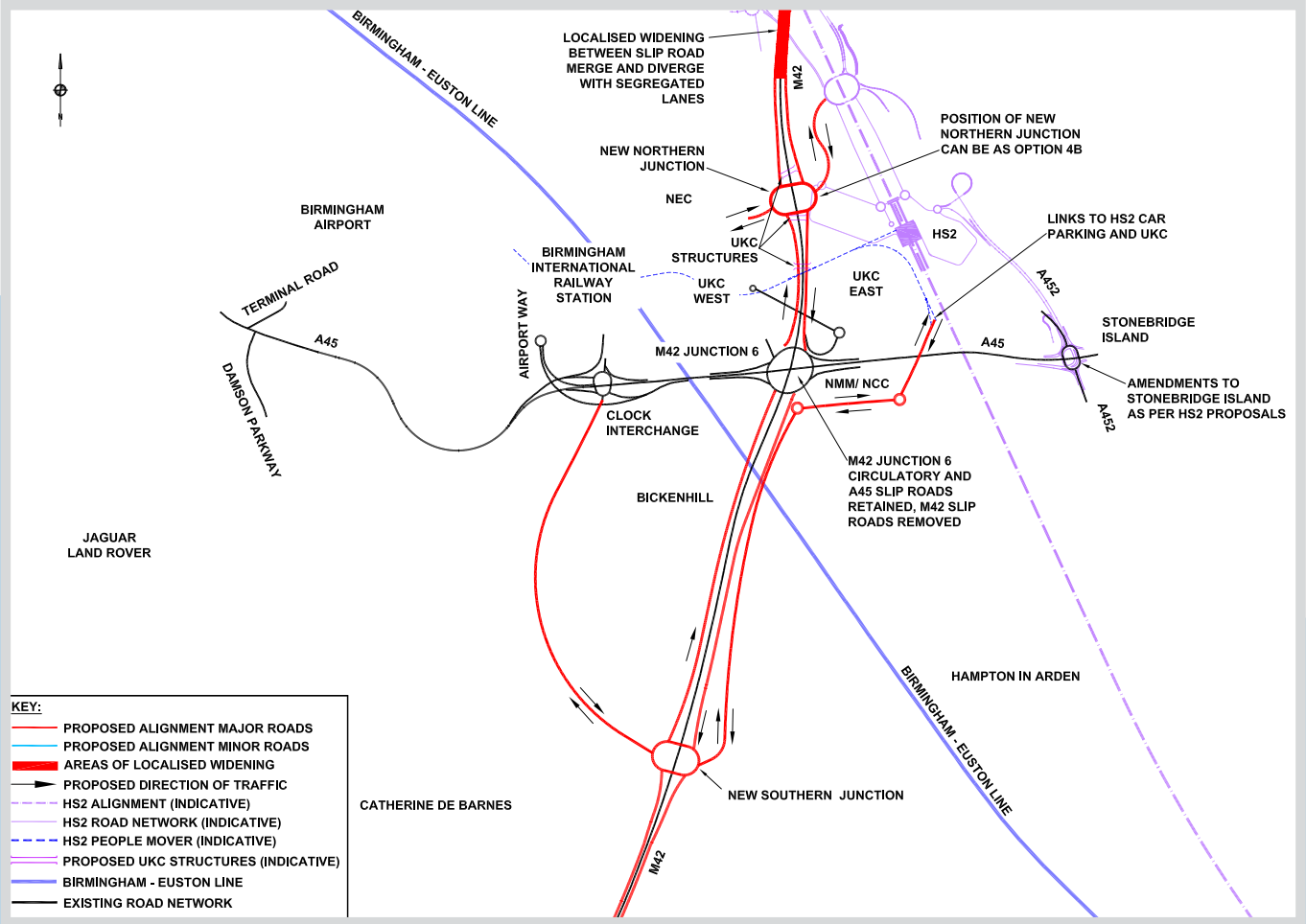
Comparison of options

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.

Theme 1 - North & south junctions

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

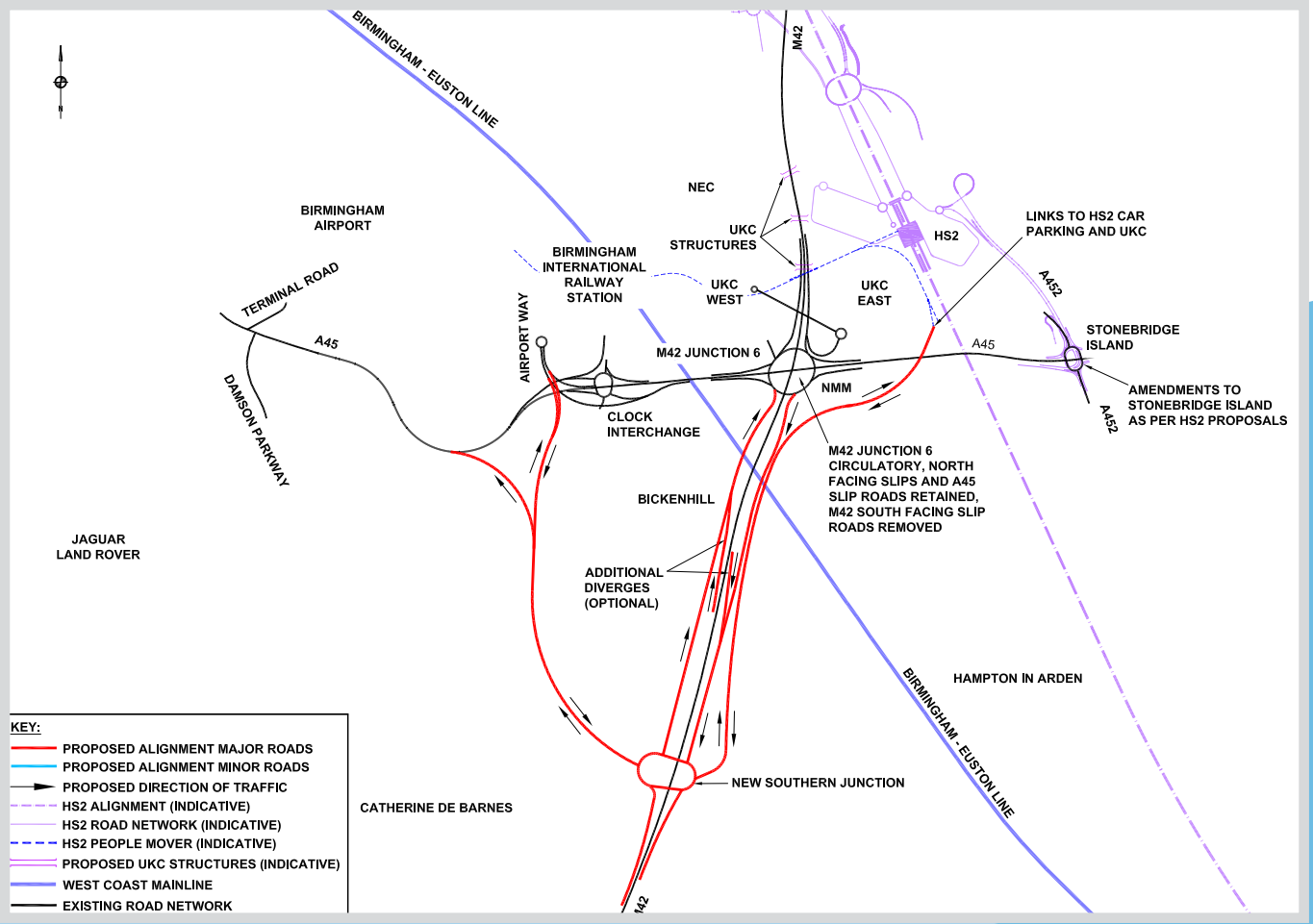


Reasons for rejection

- 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.

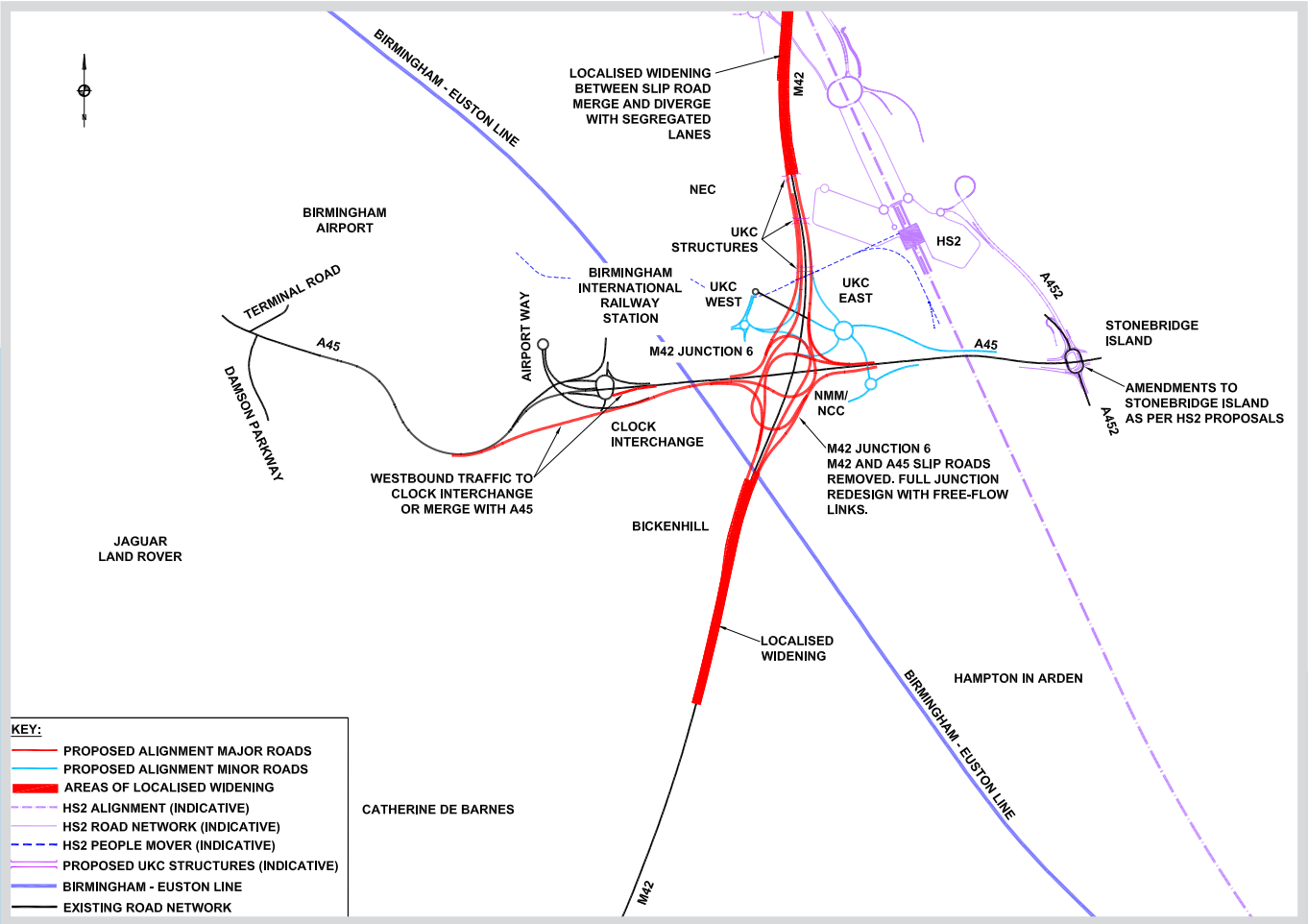


Reasons for rejection

- 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.

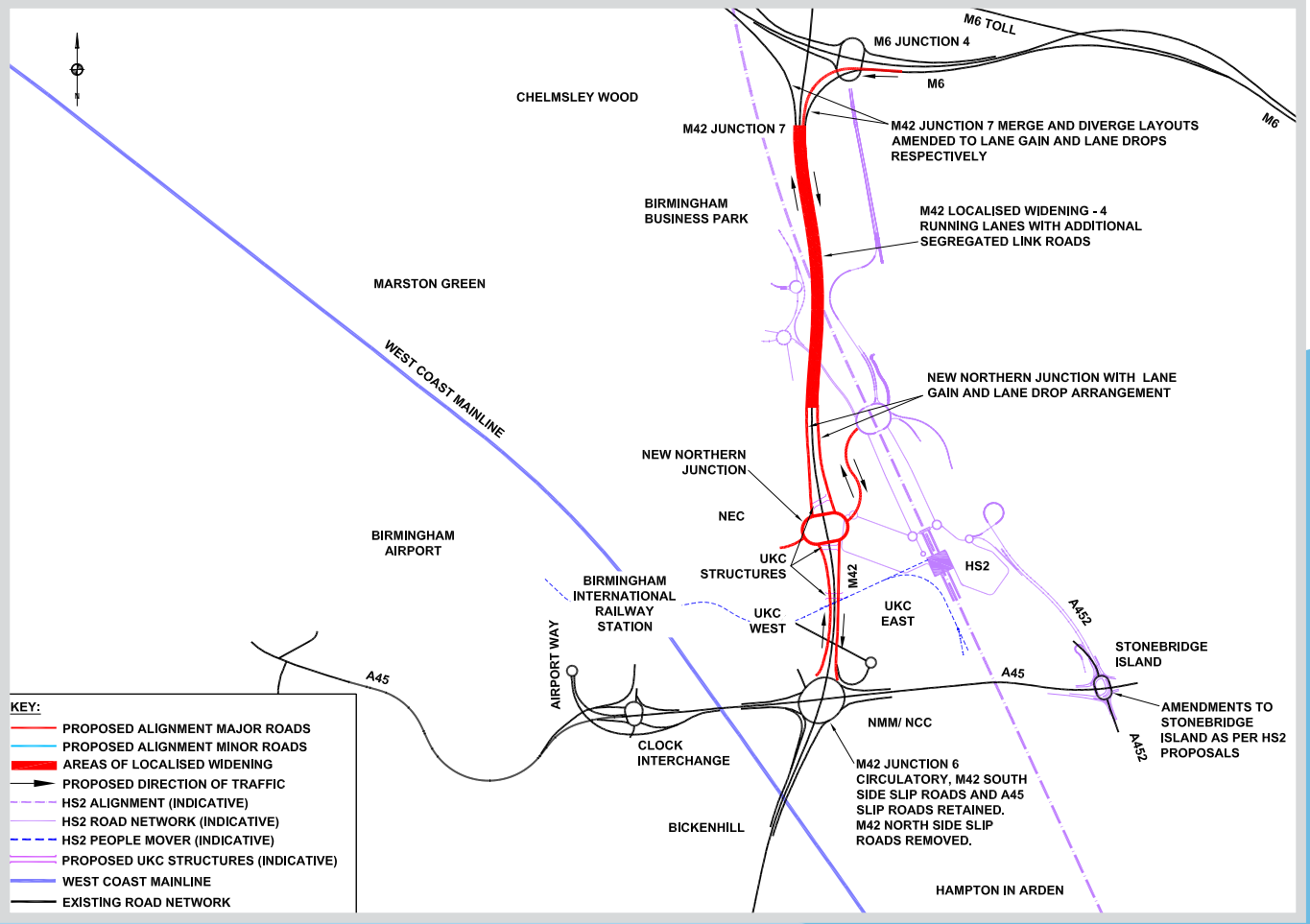


Reasons for rejection

- 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.

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.

M42 junction 6
Improvement scheme
Public Consultation

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 OEH	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 Wharfside 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 _____

Fold and cut

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?

- ☐ Letter through door
- ☐ Public notice
- ☐ Highways England website
- ☐ Local newspaper article
- ☐ Direct contact from Highways England
- ☐ Local community group
- ☐ 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

Fold and cut

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

Contact us

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

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

*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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Highways England Company Limited registered in England and Wales number 09346363

Appendix F

Public Consultation exhibition boards (manned and unmanned)

highways england

M42 junction 6
Improvement scheme

Public consultation exhibition

From **9 December 2016** to **27 January 2017**

Welcome

highways england

M42 junction 6
Improvement scheme

What are we doing?

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.

M42 junction 6 connects the M42 to the A45 to the east of Birmingham near the National Exhibition Centre (NEC).

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

highways england

M42 junction 6
Improvement scheme

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.

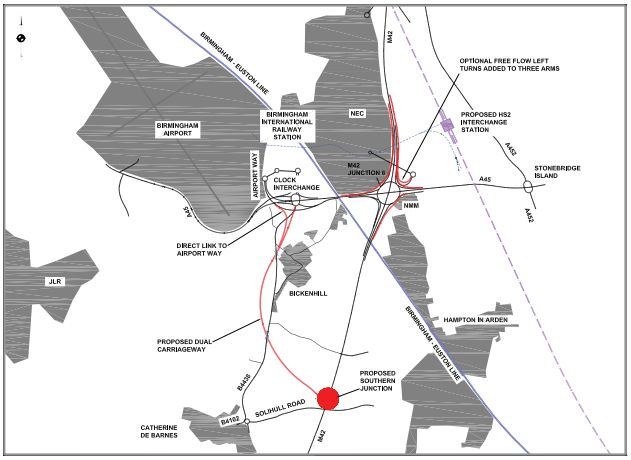
Improving the M42 junction 6 will:

- Promote safe and reliable operation of the wider corridor
- Increase capacity of the junction
- Improve access to key businesses
- Support future economic growth

highways england

M42 junction 6
Improvement scheme

Option 1
Link to the west of Bickenhill

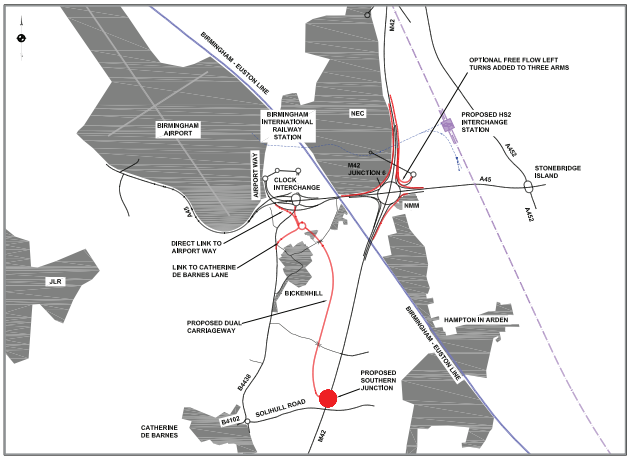


This option would provide a new 2.4 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows and a free flow link would be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

highways england

M42 junction 6
Improvement scheme

Option 2
Link to the east of Bickenhill

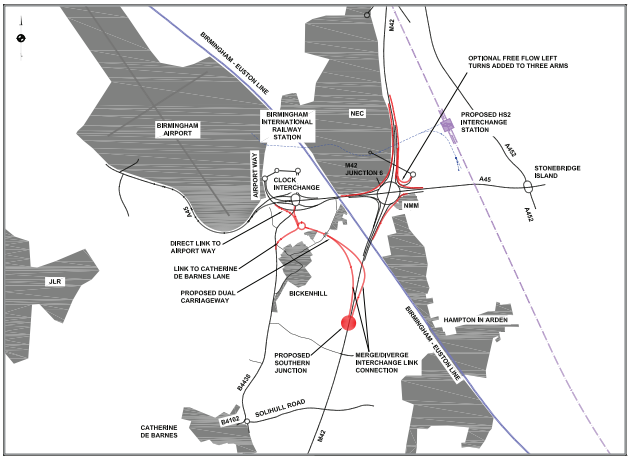


This option would provide a new 2.3 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows of traffic and a free flow link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

highways england

M42 junction 6
Improvement scheme

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.

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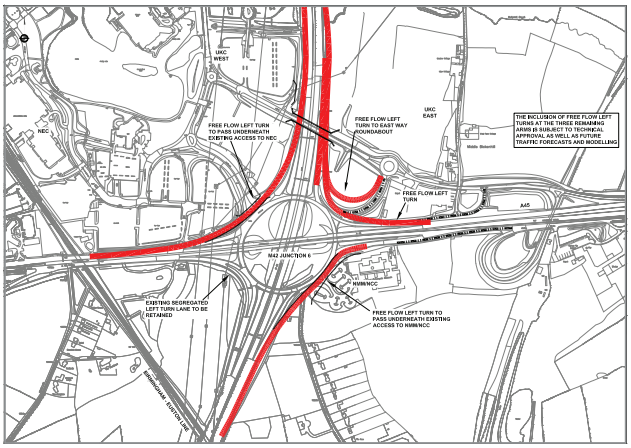
M42 junction 6
Improvement scheme

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 increase benefits and reduce future congestion.

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

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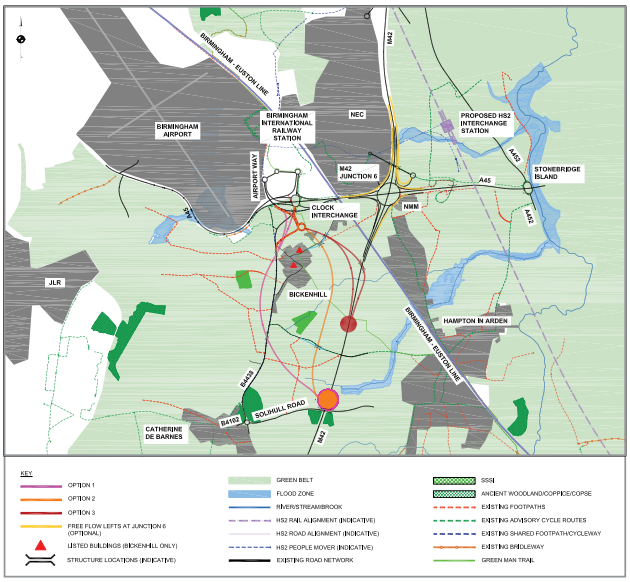
M42 junction 6
Improvement scheme

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.



highways england

M42 junction 6
Improvement scheme

Comparison of options

Impacts		Option 1	Option 2	Option 3
Scheme objectives	Value for money	Medium	Medium	Medium
	Improves resilience	Significant Benefit	Moderate Benefit	Slight Benefit
	Increase capacity	Yes	Yes	Yes
	Improves access	Significant Benefit	Moderate Benefit	Slight Benefit
Social	Safety	Slight Benefit	Slight Benefit	Slight Benefit
	Commuting and other users	Moderate Benefit	Moderate Benefit	Moderate Benefit
	Reliability impact on commuting and other users	Moderate Benefit	Moderate Benefit	Moderate Benefit
	Physical activity	Slight Benefit	Slight Benefit	Slight Benefit
	Accessibility to local road network	Moderate Adverse	Slight Adverse	Slight Adverse
	Journey quality	Moderate Benefit	Moderate Benefit	Moderate Benefit
	Severance	Moderate Adverse	Moderate Adverse	Moderate Adverse

* 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.

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M42 junction 6
Improvement scheme

Comparison of options

Impacts		Option 1	Option 2	Option 3
Environmental	Impact on green belt	Moderate Adverse	Moderate Adverse	Moderate Adverse
	Noise	Slight Adverse	Slight Adverse	Slight Adverse
	Air Quality	Slight Adverse	Slight Adverse	Slight Adverse
	Visual impacts	Slight Adverse	Moderate Adverse	Severe Adverse
	Landscape	Moderate Adverse	Moderate Adverse	Slight Adverse
	Historic Environment	Slight Adverse	Slight Adverse	Slight Adverse
	Biodiversity	Slight Adverse	Slight Adverse	Slight Adverse
	Water Environment	Slight Adverse	Slight Adverse	Slight Adverse
Economy	Business users and transport providers	Moderate Benefit	Moderate Benefit	Slight Benefit
	Reliability impact on business users	Moderate Benefit	Moderate Benefit	Slight Benefit
	Regeneration	Moderate Benefit	Moderate Benefit	Slight Benefit
	Wider impacts	Significant Benefit	Moderate Benefit	Moderate Benefit

* 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.

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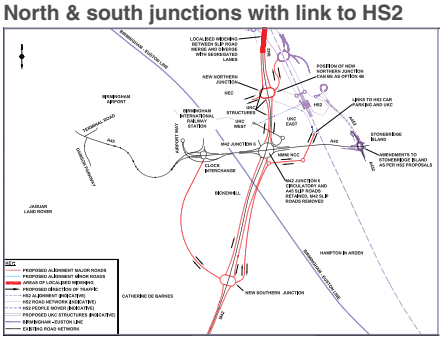
M42 junction 6
Improvement scheme

Options considered and discounted

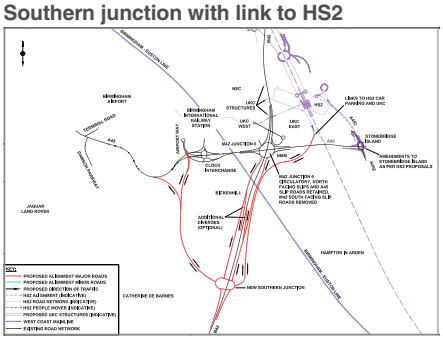
Theme 1
North & south junctions with link to HS2



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



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

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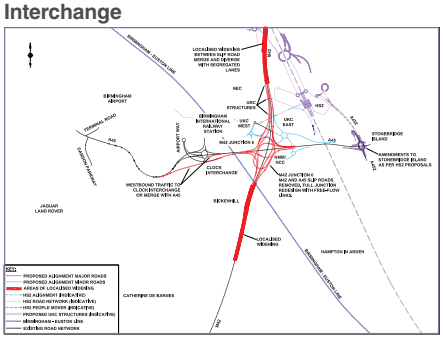
M42 junction 6
Improvement scheme

Options considered and discounted

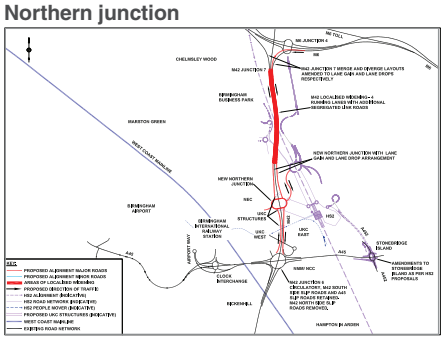
Theme 4
Interchange



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



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

highways england

M42 junction 6
Improvement scheme

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.

To help us with this, **please complete the questionnaire** which you can access online through our website. Paper copies will be available at our public consultation events or can be requested from the project team.

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.

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

email us
m42junction6@highwaysengland.co.uk

go online
www.highways.gov.uk/m42-j6

call us
0300 123 5000

Appendix G

Online webchat

Comments for this thread are now closed.

6 Comments **Highways England** **Login**

Recommend 1 **Share** **Sort by Newest**

GLHighways_England **Mod** • 2 months ago

The webchat is now closed. If you have any further questions please get in touch by email m42junction6@highwaysengland.co.uk or by telephone 0300 123 5000.
Graham

- Share ›

Caroline Jevons • 2 months ago

We have only recently been made aware of this scheme. What will be the process for informing landowners of proposals that may affect them?

- Share ›

GLHighways_England **Mod** ➚ Caroline Jevons • 2 months ago

Hi Caroline,

Identified landowners were invited to the consultation events. As the preliminary design develops, we will have a better understanding of the land-take requirements. We will work closely with affected landowners in order to agree what accommodation works and compensation will be payable so as to minimise disruption from the scheme. We expect this engagement will commence in the coming months.

If you are a landowner and are concerned that you may be affected, please get in touch via m42junction6@highwaysengland.co.uk or call 0300 123 5000.

Graham

- Share ›

Caroline Jevons ➚ GLHighways_England • 2 months ago

Graham
Thank you for the information.

- Share ›

GLHighways_England **Mod** • 2 months ago

Hi everyone,

Apologies for the delay due to a slight technical glitch, the webchat is now live.

- Share ›

Highways England **Mod** • 2 months ago

We will be hosting a live webchat on Wednesday 18 January between 11am and 2pm. This is an opportunity for you to discuss the project live with the project team and ask any questions you may have.

Appendix H

Press release

Consultation begins on M42 Junction 6 upgrade

5 December 2016

https://www.gov.uk/government/news/consultation-begins-on-m42-junction-6-upgrade

Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public.

Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this week.

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.

The seven-week consultation runs from Friday (9 December) until 27 January, with three options proposed as the best way forward. They are:

Option 1 – Link to the west of Bickenhill

This would provide a new 2.4km dual carriageway link between the Clock Interchange and a junction allowing north and south access to the M42 north of Solihull Road.

Option 2 – Link to the east of Bickenhill

This would provide a new 2.3km dual carriageway link between the Clock Interchange and a junction allowing north and south access to the M42 north of Solihull Road.

Option 3 – Link to the east of Bickenhill

This would provide a new 1.6km dual carriageway link between the Clock Interchange and a south facing junction on the M42 north of Shadowbrook Lane.

There are also plans to improve traffic flow at the roundabout by providing dedicated left turn links at the NEC, National Motorcycle Museum and north east area of the roundabout.

Highways England Senior Project Manager Jonathan Pizzey said:

We're delivering major investment in the West Midlands as part of a nationwide commitment to improving our roads.

We want people to have their say on the options we are proposing ahead of developing the scheme further to a preferred route.

People attending the consultation events will be able to see detailed plans of the proposals, find out more about the scheme and ask questions of the project team.

The events take place as follows:

- Friday 9 December: 2 to 8pm. The Arden Hotel, Coventry Road, Solihull, B92 OEH
- Saturday 10 December: 10am to 4pm. Catherine-de-Barnes Village Hall, Hampton Lane, B91 2TJ
- Monday 12 December: 10am to 6pm. Fentham Hall, Marsh Lane, Hampton-in- Arden, B92 0AH
- Wednesday 4 January: 10am to 5pm. The Core, Touchwood, Solihull, B91 3RG
- Saturday 14 January: 9am to 6pm. The NEC, North Avenue, Birmingham, B40 1NT – (between atrium entrances 2 and 3)

There will also be a web chat on Wednesday 18 January from 11am-2pm via the scheme website. 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.

Details of the proposed options and a questionnaire to obtain people's views will be available on the Highways England website from 9 December.

Appendix I

Example of media coverage

Redditch Standard

NEWS SPORT LIFESTYLE SPONSORED EDITIONS CONTACT

Chance for Redditch drivers to have their say on M42 junction 6 revamp

Ross Crawford
5th Dec 2016

THREE options to upgrade junction 6 of the M42 (A45) are being put to drivers, business owners and residents as consultation gets under way this week.

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.

The seven-week consultation runs from this Friday (December 9) until January 27, 2017 with three options proposed. They are:

New Civil Engineer

TECH EXCELLENCE BUSINESS CULTURE WORLD VIEW NCE100 DIGITAL NCE NCE JOBS SUBSCRIBE

LATEST

M42 junction upgrade options revealed

Highways England has outlined three different options for the upgrade of Junction 6 of the M42 to accommodate more traffic in advance of the new High Speed 2 (HS2) station.

one Midlands Today

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BBC MIDLANDS TODAY

Coventry Telegraph

NEWS WHAT'S ON SPORT FOOTBALL COVENTRY CITY FC WASPS RFC BUSINESS IN YOUR AREA

JOBS MOTORS PROPERTY DIRECTORY FAMILY NOTICES BUYSELL

News › Solihull

M42 upgrade set to cause MONTHS of travel misery for motorists

Major improvements planned for J6 of M42

SHARE COMMENTS

BY ENDA MULLEN
13:46, 7 DEC 2016

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News

Consultation to upgrade M42 junction 6 opens

Solihull Observer 9 Dec 16

Solihull Observer

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for t

Read the complete text

tweet this facebook

Tags: Birmingham Airport Roads M42

Local news

M42 NEC junction upgrade: and the choices are.....

Tyburn Mail 5 Dec 16

Three options to upgrade junction 6 of the M42 near the NEC are being put to drivers, business owners and residents as consultation gets under way this week.

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station. The seven-week consultation runs from Friday (9 December) until 27 January...

Read the complete text

tweet this facebook

News

Consultation to upgrade M42 junction 6 opens

Solihull Observer

Solihull Observer 9 Dec 16

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for t...

Appendix J

Example of social media coverage

Highways England
@HighwaysWMIDS

Follow

Consultation gets under way today on options to upgrade junction 6 of the M42 in the West Midlands. Details here: ow.ly/8PMw306Vwhh

RETWEET 1 LIKES 2

1:30 AM - 9 Dec 2016

1 2

Highways England
@HighwaysWMIDS

Follow

Consultation is underway for plans to improve junction 6 of the #M42. Find out more on our website: ow.ly/5N2C306YtYO

RETWEETS 4 LIKES 3

7:48 AM - 9 Dec 2016

1 4 3

David Carrington @JuanFandango · 9 Dec 2016
@highwayswmids Does it include removing the filter lane you've just built? Why have you forced more traffic onto this already clogged r/b?

1

Highways England
@HighwaysWMIDS

Got a question about our plans to upgrade #M42 junction 6 in #Solihull? Join our web chat now (open until 2pm)

M42 junction 6 improvement
Visit the post for more.
roads.highways.gov.uk

RETWEET 1 LIKE 1

4:46 AM - 18 Jan 2017

1 1

Transport Notices
@TransportNotice

Follow

Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public. dlvr.it/Mpt5q0

9:02 AM - 5 Dec 2016

Solihull Observer
@solihullobserve

Follow

Consultation to upgrade M42 junction 6 opens - solihullobserver.co.uk/news/consultat …

RETWEET
1

11:36 PM - 8 Dec 2016

1

WARWICKSHIRE
@DailyWARKS

Follow

Highways England consulting on M42 Junction 6 works bit.ly/2hylu4d #Warwickshire

RETWEETS
2

LIKE
1

12:39 PM - 10 Dec 2016 from Leamington Spa, England

2 1

North Warwickshire Borough Council
December 8, 2016 ·

Like Page

Highways England organising public meetings about improvements to M42 junction 6

https://www.northwarks.gov.uk/.../highways_england_consulting...

Latest news | North Warwickshire
Highways England consulting on M42 Junction 6 works - public meetings on improvements to m42 junction 6
NORTHWARKS.GOV.UK

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Knowle, Dorridge & Bentley Heath Neighbourhood Forum
January 12 ·

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M42 Junction 6 Improvements - As mentioned at the recent Forum meeting there is currently a Public Consultation underway on major changes and possible new junctions. The consultation closes on 27 January. You can view the Highways England brochure and then leave your comments in an online survey at highwaysengland.citizenspace.com/.../m42-junction-6-improvem.../

Like Comment

The Village Stores shared Hampton in Arden Parish Council's post.
December 12, 2016 ·

Probably won't get there myself but for those with an interest, a reminder that these guys are at Fentham Hall today, 10am to 6pm.
http://roads.highways.gov.uk/pr.../m42-junction-6-improvement/

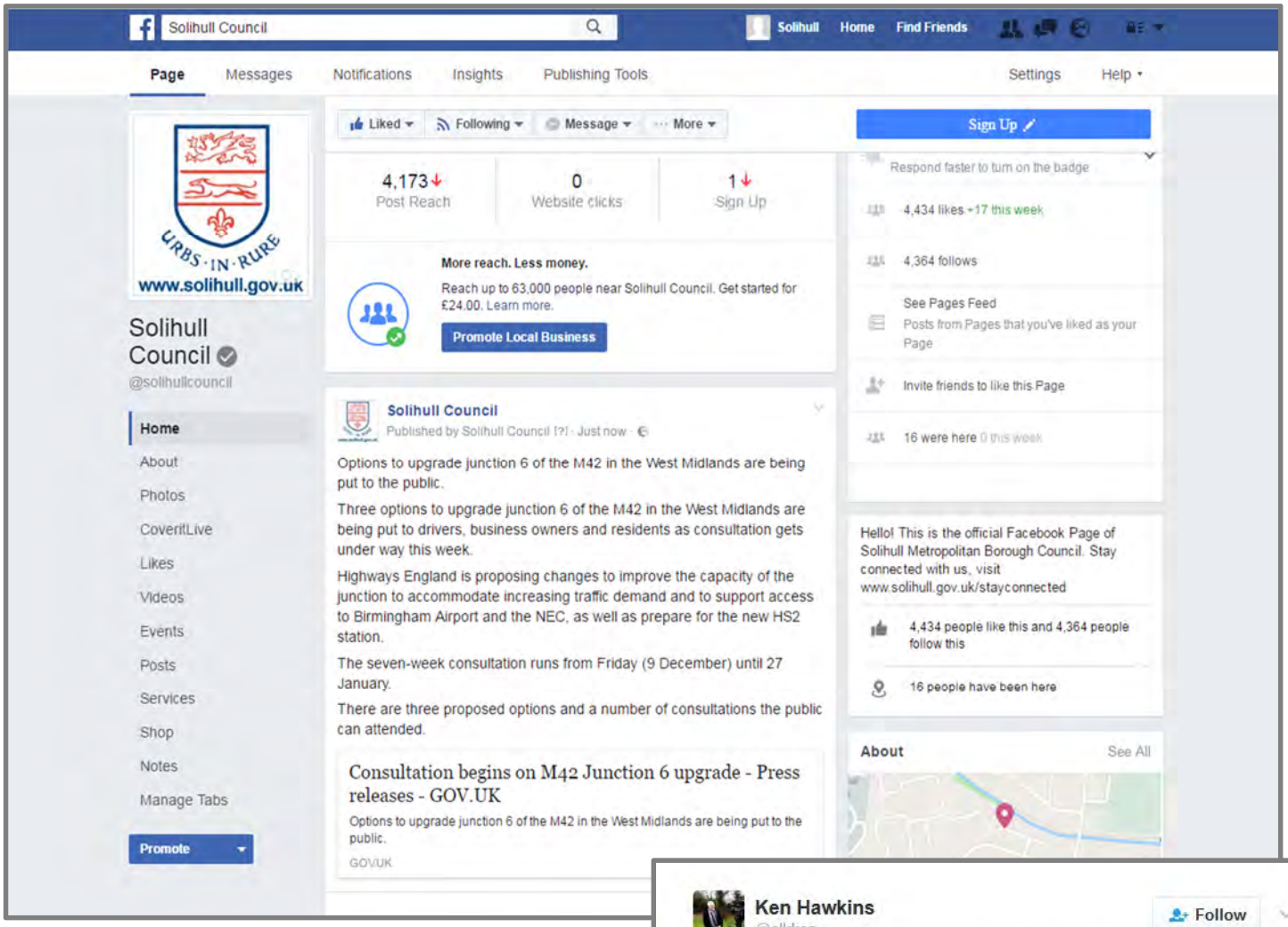
Environment Guru
@environmentguru

Follow

Press release: Consultation begins on M42 Junction 6 upgrade

Press release: Consultation begins on M42 Junction 6 u...
Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this
environmentguru.com

11:15 AM - 5 Dec 2016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Settings
Help
Liked
Following
Message
More
Sign Up
4,173
Post Reach
0
Website clicks
1
Sign Up
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4,364 follows
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16 were here 0 this week
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Published by Solihull Council [?] · Just now
Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public.
Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this week.
Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.
The seven-week consultation runs from Friday (9 December) until 27 January.
There are three proposed options and a number of consultations the public can attended.
Consultation begins on M42 Junction 6 upgrade - Press releases - GOV.UK
Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public.
GOV.UK
Hello! This is the official Facebook Page of Solihull Metropolitan Borough Council. Stay connected with us, visit www.solihull.gov.uk/stayconnected
4,434 people like this and 4,364 people follow this
16 people have been here
About
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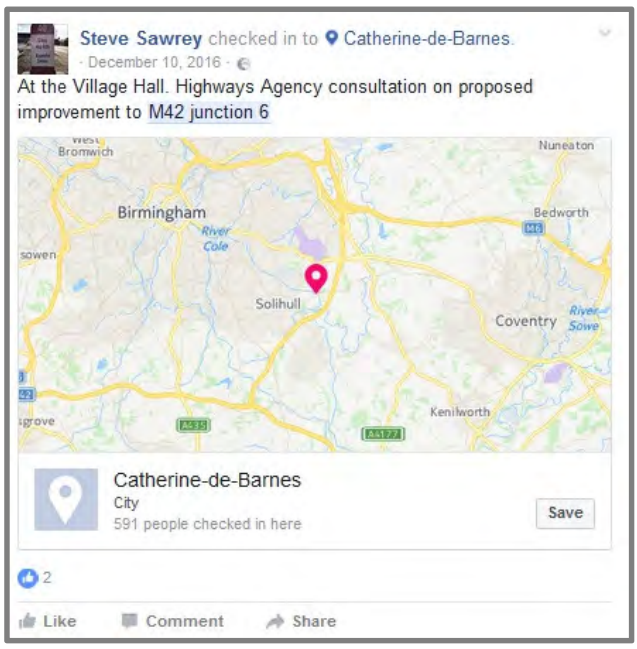
Steve Sawrey checked in to Catherine-de-Barnes.
December 10, 2016
At the Village Hall. Highways Agency consultation on proposed improvement to M42 junction 6
Bromwich
Nuneaton
Birmingham
Bedworth
River Cole
Solihull
Coventry
River Sowe
Kenilworth
Catherine-de-Barnes
City
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Ken Hawkins
@cllrken
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M42 JUNCTION 6 IMPROVEMENTS BY HIGHWAYS ENGLAND cllrkenhawkins.co.uk /2017/01/12/m42 …
Indicative Cross Section
RETWEETS
2
12:01 PM - 12 Jan 2017


Bickenhill & Marston Green Parish Council
Like Page
November 28, 2016
Public Consultation re M42 junction 6 Improvement Scheme

Redditch Standard Like Page

December 5, 2016

Chance for Redditch drivers to have their say on M42 junction 6 revamp - https://redditchstandard.co.uk/.../chance-for-redditch-drive.../

Chance for Redditch drivers to have their say on M42 junction 6 revamp

THREE options to upgrade junction 6 of the M42 (A45) are being put to drivers, business owners and residents as consultation gets under way this week.

REDDITCH STANDARD

1

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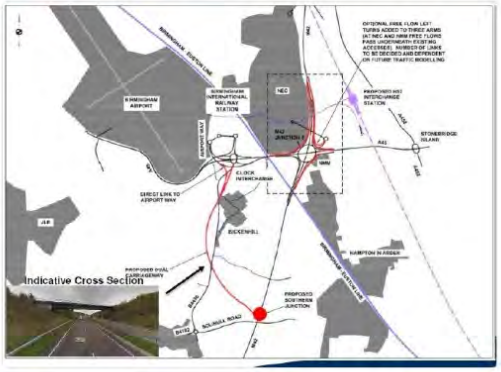
Ken Hawkins Follow

@cllrken

M42 JUNCTION 6 IMPROVEMENTS BY HIGHWAYS ENGLAND cllrkenhawkins.co.uk /2017/01/12/m42 ...



RETWEETS 2

12:01 PM - 12 Jan 2017

Spotted: Hockley Heath Like Page

December 7, 2016

Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public.

Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this week.

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.... See More

1 Comment

Like Comment Share Chronological

ther Turner these are moronic suggestions why not just put a junction he m42 further up that will join straight onto bickenhill parkway money ed and you wouldent have to put up with roadworks for the next ten rs !

Reply December 8, 2016 at 7:21am

Hampton in Arden Parish Council Like Page

November 28, 2016

M42 JUNCTION 6 IMPROVEMENT SCHEME – CONSULTATION EVENT

Highways England is holding a public consultation on options for the M42 Junction 6 improvement scheme from the 9th December 2016 until the 27th January 2017.

For details of when and where visit our website: http://hamptoninarden.org.uk/m42-junction-6-improvement-sc.../ ... See More

M42 Junction 6 Improvement Scheme - Consultation Event - Hampton in Arden Parish Council

Highways England is holding a public consultation on options for the M42 junction 6 improvement scheme from the 9th December 2016 until the 27th January 2017. Your opinion is important. The M42 Junction 6 Improvement Scheme Poster outlines the consultation events being held by Highways England where...

HAMPTONINARDEN.ORG.UK

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trafficjamnetwork Follow

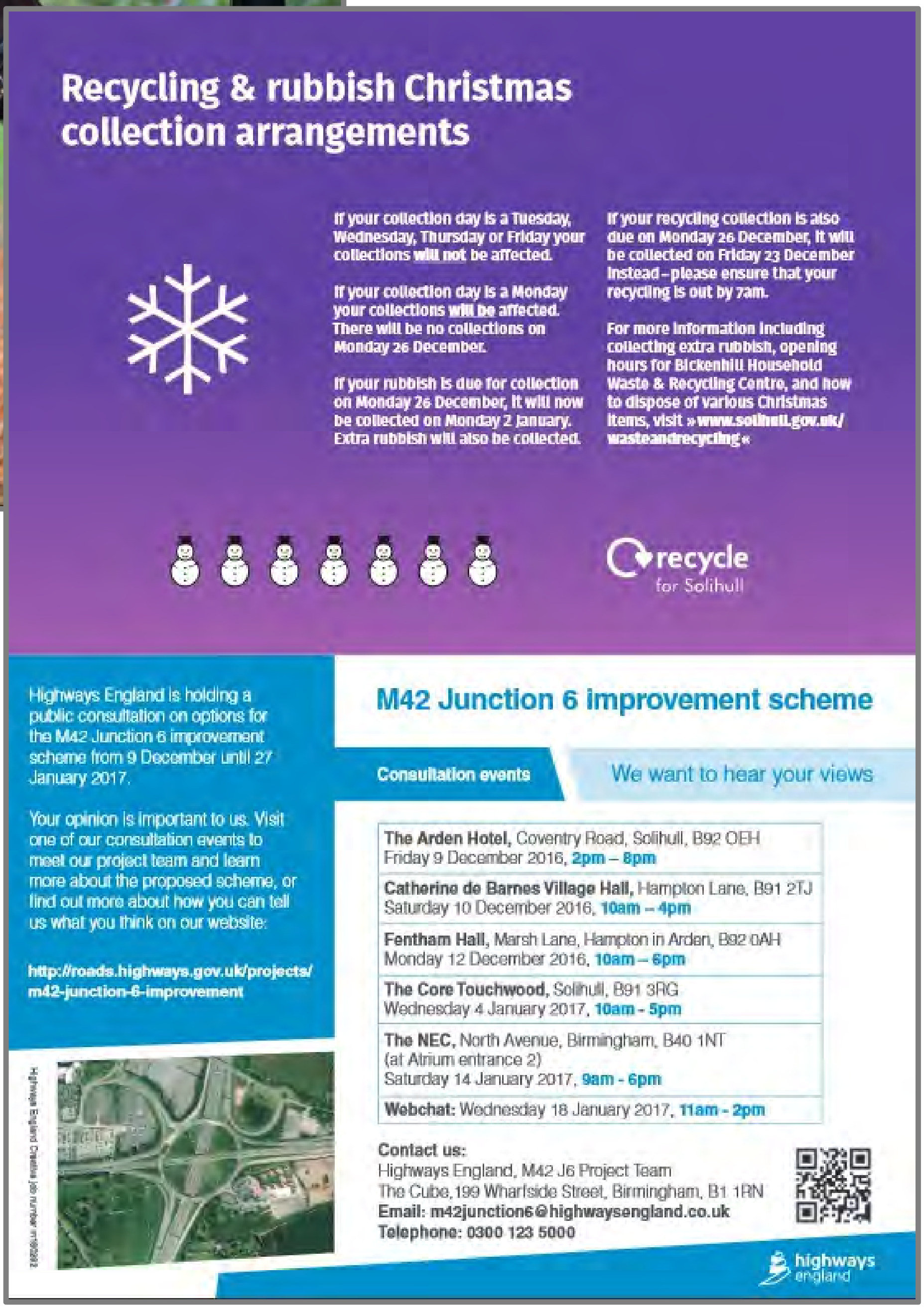
@trafficjamnet

Find out more about options to upgrade junction 6 of the M42 in the West Midlands. Consultation starts tomorrow ow.ly /8PMw306Vwhh Th...

6:25 AM - 8 Dec 2016

Appendix K

Example of communications through third party channels



Recycling & rubbish Christmas collection arrangements

If your collection day is a Tuesday, Wednesday, Thursday or Friday your collections **will not** be affected.

If your collection day is a Monday your collections **will be** affected. There will be no collections on Monday 26 December.

If your rubbish is due for collection on Monday 26 December, it will now be collected on Monday 2 January. Extra rubbish will also be collected.

If your recycling collection is also due on Monday 26 December, it will be collected on Friday 23 December instead – please ensure that your recycling is out by 7am.

For more information including collecting extra rubbish, opening hours for Bickenhill Household Waste & Recycling Centre, and how to dispose of various Christmas items, visit **» www.solihull.gov.uk/wasteandrecycling «**

recycle for Solihull

M42 Junction 6 improvement scheme

Highways England is holding a public consultation on options for the M42 Junction 6 improvement scheme from 9 December until 27 January 2017.

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:

http://roads.highways.gov.uk/projects/m42-junction-6-improvement

Consultation events — We want to hear your views

The Arden Hotel, Coventry Road, Solihull, B92 OEH Friday 9 December 2016, **2pm – 8pm**
Catherine de Barnes Village Hall, Hampton Lane, B91 2TJ Saturday 10 December 2016, **10am – 4pm**
Fentham Hall, Marsh Lane, Hampton in Arden, B92 0AH Monday 12 December 2016, **10am – 6pm**
The Core Touchwood, Solihull, B91 3RG Wednesday 4 January 2017, **10am - 5pm**
The NEC, North Avenue, Birmingham, B40 1NT (at Atrium entrance 2) Saturday 14 January 2017, **9am - 6pm**
Webchat: Wednesday 18 January 2017, **11am - 2pm**

Contact us:
Highways England, M42 J6 Project Team
The Cube, 199 Wharfside Street, Birmingham, B1 1RN
Email: m42junction6@highwaysengland.co.uk
Telephone: 0300 123 5000

highways england

M42 junction 6
Improvement scheme
Public consultations

Highways England is holding a public consultation for the M42 junction 6 improvement scheme from **9 December 2016 until 27 January 2017.**

Visit a consultation event to meet the project team and learn more about the proposed scheme, or visit www.highways.gov.uk/m42-j6 to find out more about how you can get involved.

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Saturday 10 December 2016	10am – 4pm	Catherine de Barnes Village Hall, Hampton Lane, B91 2TJ
Monday 12 December 2016	10am – 6pm	Fentham Hall, Marsh Lane, Hampton in Arden, B92 0AH
Wednesday 4 January 2017	10am – 5pm	The Core Touchwood, Solihull, B91 3RG
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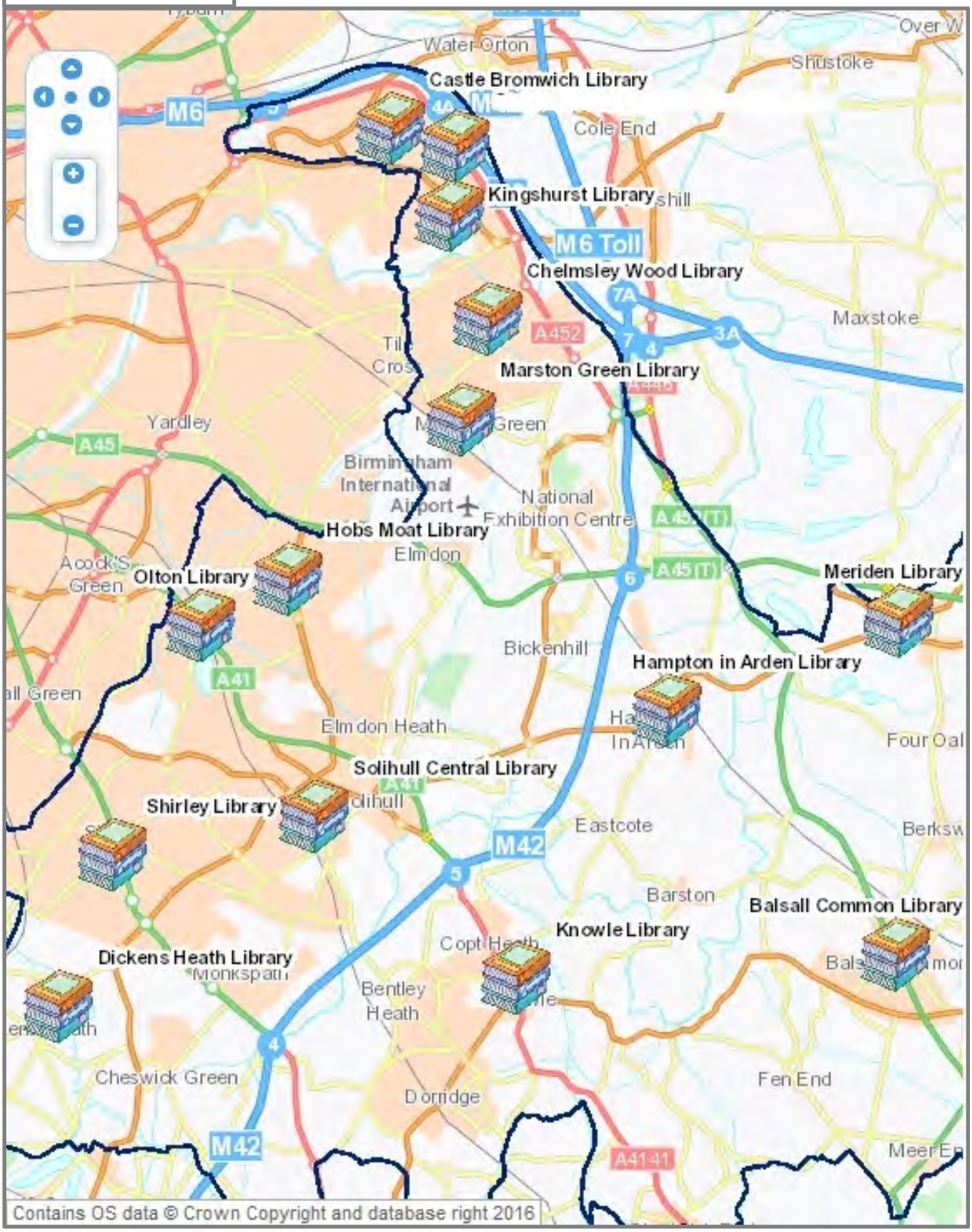
Wednesday 18 January 2017	11am – 2pm	Webchat (join in via our website)

Contact Highways England via: m42junction6@highwaysengland.co.uk or 0300 123 5000

highways england

For more information about Council services, please see our website.

Solihull Library Map



Posters

The Core Library

Hobs Moat Library

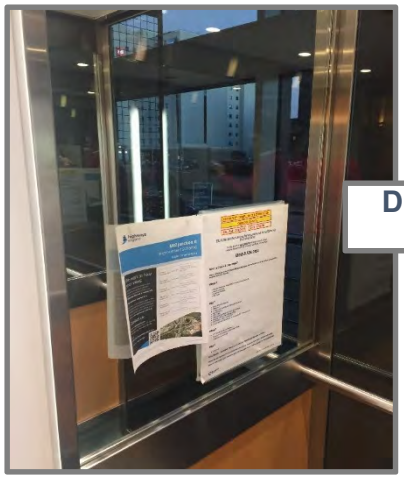
Kingshurst Library

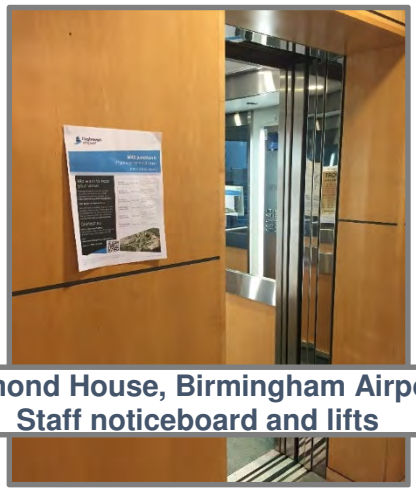
Knowle Library

Olton Library

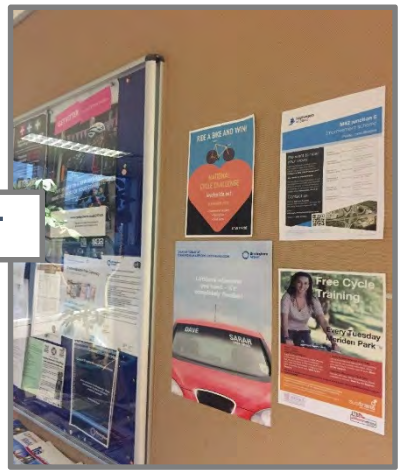
Meriden Library

Shirley Library

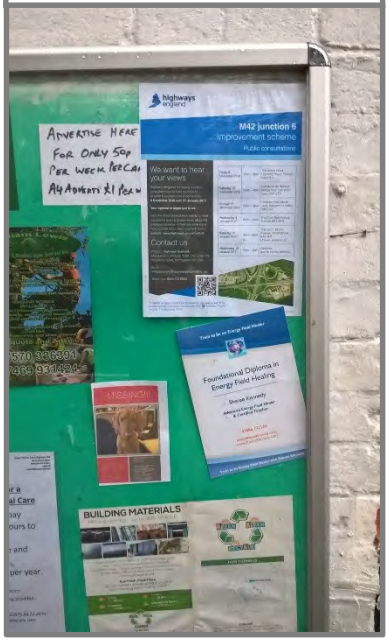




Diamond House, Birmingham Airport.
Staff noticeboard and lifts



Hampton in Arden Post Office



NEC

Fri 25/11/2016 09:28

Lisa Green

RE: M42 Junction 6 Improvement Scheme - Public Consultation

To Julie Bardsley

Hi Julie.

Thank you for your email.

I have shared your email with our Head of traffic and asked him to place this information so it is visible to NEC Staff.

Have a good weekend.

Kind regards

Lisa

Blythe Valley Park

Thu 08/12/2016 15:43

Fennell, Deborah

RE: M42 Junction 6 Improvement Scheme - Pub

To Julie Bardsley

You replied to this message on 12/12/2016 11:44.

Hi

Just to confirm that I have circulated your email and poster to all tenants on Blythe Valley Park.

Regards
Deborah

Deborah Fennell
Property Manager
JLL
The Gatehouse
Blythe Gate
Blythe Valley Park | Solihull B90 8AA

Jaguar Land Rover

Thu 01/12/2016 08:19

Ross, Neil

Fwd: PeopleTalk - Solihull Week 48

To Julie Bardsley

If there are problems with how this message is displayed, click here to view it in a web browser.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Julie

Just a quick update on the M42 J6 promotion, we have commissioned posters around Solihull whilst we have also put your promotion in the weekly Team Talk email newsletter which goes to all staff - see screenshot below. Hopefully you'll get plenty of positive responses.

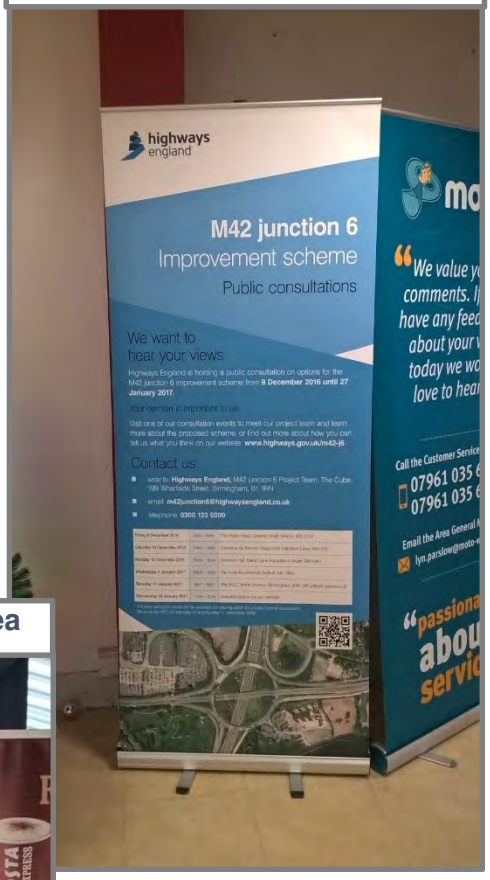
Kind regards

Neil

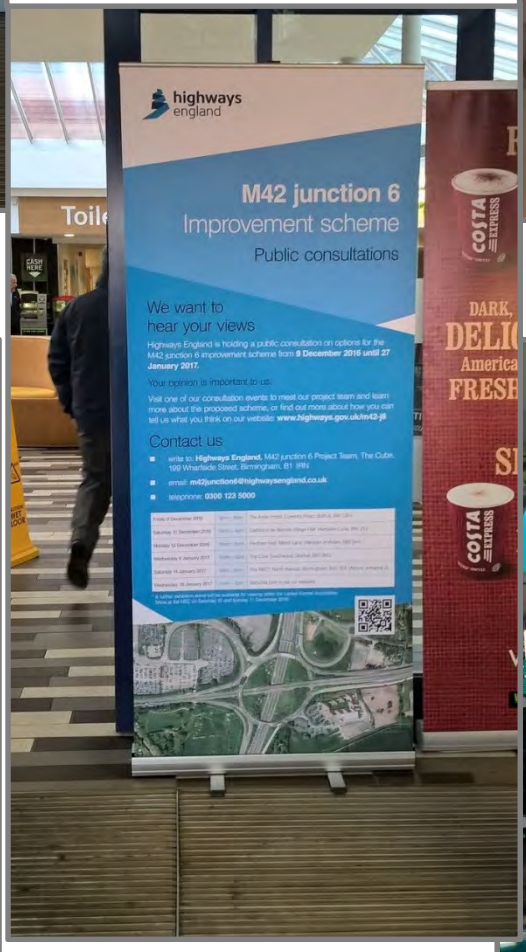
Large Scale Banners/ Posters

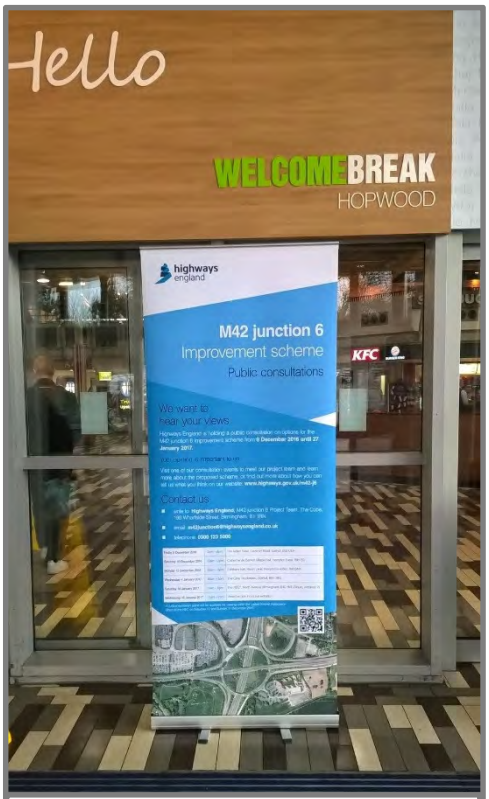
Corley Motorway Service Area

Frankley Motorway Service Area

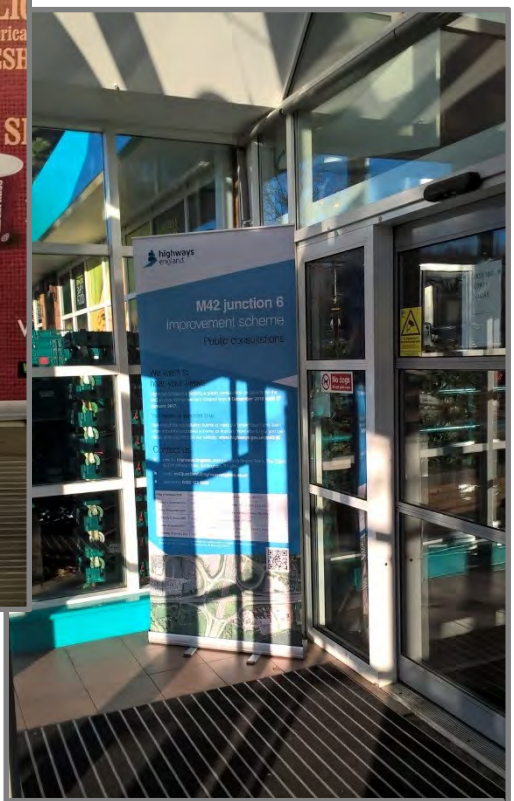


Warwick Motorway Service Area



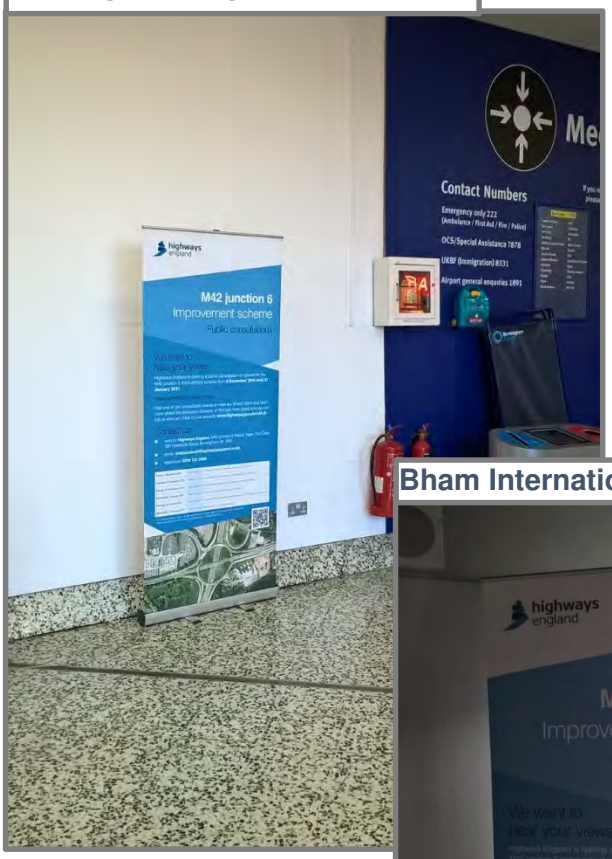


Hopwood Motorway Service Area



Tamworth Motorway Service Area

Birmingham Airport



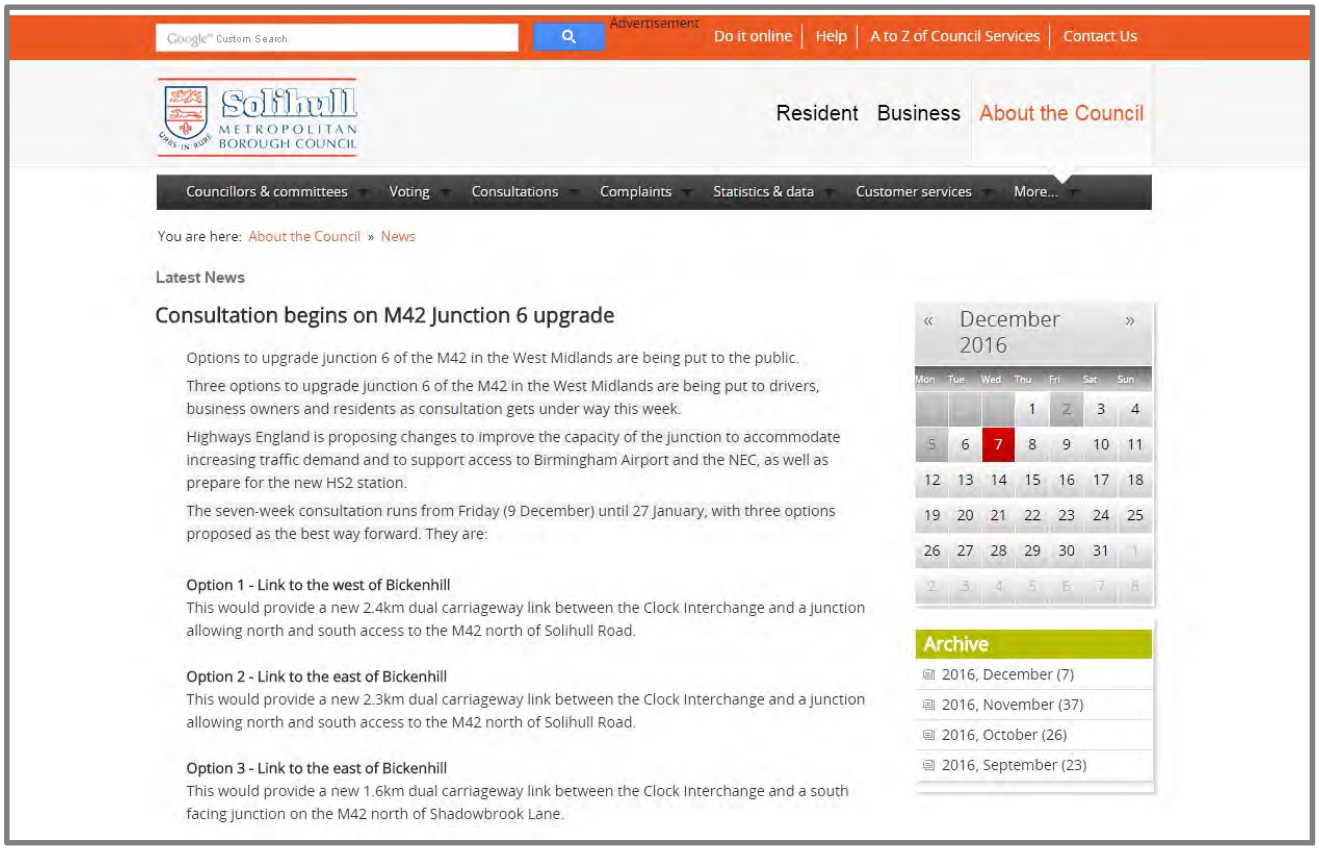
National Motorcycle Museum

Bham International Train Station

Resorts World

NEC Bridgelink

Websites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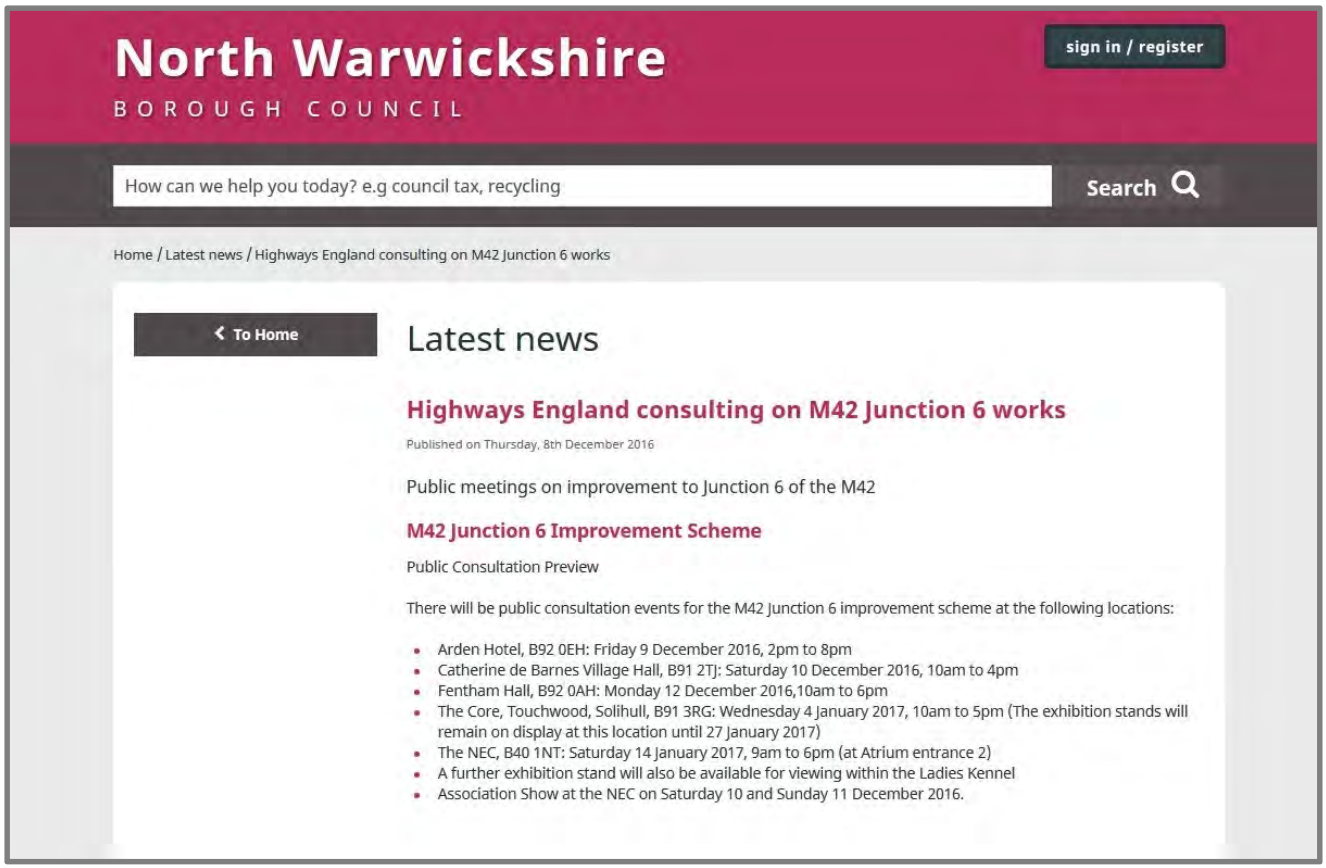
Consultation begins on M42 Junction 6 upgrade
Options to upgrade junction 6 of the M42 in the West Midlands are being put to the public.
Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this week.
Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.
The seven-week consultation runs from Friday (9 December) until 27 January, with three options proposed as the best way forward. They are:
Option 1 - Link to the west of Bickenhill
This would provide a new 2.4km dual carriageway link between the Clock Interchange and a junction allowing north and south access to the M42 north of Solihull Road.
Option 2 - Link to the east of Bickenhill
This would provide a new 2.3km dual carriageway link between the Clock Interchange and a junction allowing north and south access to the M42 north of Solihull Road.
Option 3 - Link to the east of Bickenhill
This would provide a new 1.6km dual carriageway link between the Clock Interchange and a south facing junction on the M42 north of Shadowbrook Lane.
« December 2016 »
Mon Tue Wed Thu Fri Sat Sun
Archive
2016, December (7)
2016, November (37)
2016, October (26)
2016, September (23)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Latest news
Highways England consulting on M42 Junction 6 works
Published on Thursday, 8th December 2016
Public meetings on improvement to Junction 6 of the M42
M42 Junction 6 Improvement Scheme
Public Consultation Preview
There will be public consultation events for the M42 Junction 6 improvement scheme at the following locations:
Arden Hotel, B92 0EH: Friday 9 December 2016, 2pm to 8pm
Catherine de Barnes Village Hall, B91 2TJ: Saturday 10 December 2016, 10am to 4pm
Fentham Hall, B92 0AH: Monday 12 December 2016,10am to 6pm
The Core, Touchwood, Solihull, B91 3RG: Wednesday 4 January 2017, 10am to 5pm (The exhibition stands will remain on display at this location until 27 January 2017)
The NEC, B40 1NT: Saturday 14 January 2017, 9am to 6pm (at Atrium entrance 2)
A further exhibition stand will also be available for viewing within the Ladies Kennel Association Show at the NEC on Saturday 10 and Sunday 11 December 2016.

Bickenhill & Marston Green
PARISH COUNCIL

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Chairman's Report 2016

Public Consultations on M42 J6 Improvements

Posted on November 30, 2016 by bmgpcadmin

Highways England will be holding a series of Public Consultations at a number of sites regarding the options for the M42 Junction 6 improvement scheme. Locations and dates are as follows:

Date	Time	Location
Friday Dec 9	2pm – 8pm	The Arden Hotel, Coventry Road
Saturday Dec 10	10am – 4pm	Catherine de Barnes Village Hall, Hampton Lane
Monday Dec 12	10am – 6pm	Fentham Hall, Marsh Lane
Wednesday Jan 4	10am – 5pm	The Core, Touchwood
Saturday Jan 14	9am – 6pm	The NEC, North Avenue (Atrium Entrance 2)
Wednesday Jan 18	11am – 2pm	Webchat via the Highways England website

Further details can be found on the flyer below. **Click to enlarge:**

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Bickenhill & Marston Green Parish Council
22 hrs
Christmas Lights
We are pleased to announce that the Parish Council has paid for a further eight lampposts in the village to display Christmas Lights this year.

Consultation begins on the M42 Ju...

www.hockleyheathparishcouncil.org.uk/consultation-begins-on-the-m42-junction-6-improvements/

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UNCATEGORIZED

CONSULTATION BEGINS ON THE M42 JUNCTION 6 IMPROVEMENTS

DECEMBER 9, 2016 | HILARY GOODREID | LEAVE A COMMENT

Highways England is holding a public consultation for the M42 junction 6 improvement scheme from **9 December 2016 until 27 January 2017.**

Visit a consultation event to meet the project team and learn more about the proposed scheme, or visit www.highways.gov.uk/m42-j6 to find out more about how you can get involved.

Contact Highways England via: m42junction6@highwaysengland.co.uk or 0300 123 5000

HHPC EVENTS

January 5, 2017
Neighbourhood Plan Meeting at 7:00 pm
January 8, 2017
Agenda Deadline at 12:00 pm
January 11, 2017
HHPC Environment Committee at 12:45 pm
January 14, 2017
Neighbourhood Plan Meeting at 1:00 pm
January 19, 2017
Monthly Parish Council Meeting at 7:00 pm

RECENT POSTS

Neighbourhood Plan Consultation Newsletter
Draft Local Plan Review Consultation – new drop in session.
Consultation begins on the M42 Junction 6 improvements
Grant Success for the Neighbourhood Plan
Draft Local Plan Review Consultation Opens

LATEST DOWNLOADS

Consultation Newsletter January 2017 117.30KB Download
Neighbourhood Plan Steering Group - Terms Of Reference 180.64KB Download

Letter from Highways England

Hampton-in-Arden

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M42 Junction 6 Improvement Scheme – Consultation Event

Nov 28, 2016

Highways England is holding a public consultation on options for the M42 junction 6 improvement scheme from the 9th December 2016 until the 27th January 2017.

Your opinion is important.

The M42 Junction 6 Improvement Scheme Poster outlines the consultation events being held by Highways England where you can the Highways England project team and learn more about the proposed scheme.

Alternatively visit the Highways England website to find out other ways to respond to the Public Consultation: www.highways.gov.uk/m42-j6

THE HAMPTON-IN-ARDEN SOCIETY

Home Meetings Sections News About Contact

M42 Junction 6 improvement consultation - Fentham Hall, 12 Dec

News

Mon 12 Dec 2016

Please go to the Fentham Hall between **10am and 6pm** on **Monday 12 December** to meet the M42 junction 6 improvement project team, to learn more about the proposed scheme, and to contribute your views to the Highways England public consultation.

If you can't make that event, please visit one of the other consultation events between 9 December 2016 and 27 January 2017 (details below), or visit www.highways.gov.uk/m42-j6 to find out more, and to find out how you can get involved. (When I followed the link a pop-up told me I had to login, but I ignored it, and found I could see the site without logging in.)

Friday 9 December 2016	2pm – 8pm	The Arden Hotel, Coventry Road, Solihull, B92 0EH
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You can also contact Highways England via: m42junction6@highwaysengland.co.uk or 0300 123 5000

The Atherstone Directory

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December 8, 2016 · Uncategorized

Highways England consulting on M42 Junction 6 works

Latest news Highways England consulting on M42 Junction 6 works Published on Thursday, 8th December 2016 Public meetings on improvement to Junction 6 of the M42 M42 Junction 6 Improvement Scheme Public Consultation Preview There will be public consultation events for the M42 Junction 6 improvement scheme at the following locations: • Arden Hotel, B92 0EH: Friday 9 December 2016, 2pm to 8pm • Catherine de Barnes Village Hall, B91 2TJ: Saturday 10 December 2016, 10am to 4pm • Fentham Hall, B92 0AH: Monday 12 December 2016,10am to 6pm • The Core, Touchwood, Solihull, B91 3RG: Wednesday 4 January 2017, 10am to 5pm (The exhibition stands will remain on display at this location until 27 January 2017) • The NEC, B40 1NT: Saturday 14 January 2017, 9am to 6pm (at Atrium entrance 2) • A further exhibition stand will also be available for viewing within the Ladies Kennel Association Show at the NEC on Saturday 10 and Sunday 11 December 2016. More articles in the news archive

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https://www.birminghamairport.co.uk/important-information/

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M42 J6 Consultation

A consultation is underway to gather public views to explore different options for a scheme that will improve traffic on Junction 6 of the M42. Click here for more.

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@itssamlou_ Hi Sam, for parking booking enquiries click here: goo.gl/vavCKZ

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UKCENTRAL SOLIHULL

HOME A

CONSULTATION TO UPGRADE M42 JUNCTION 6 OPENS

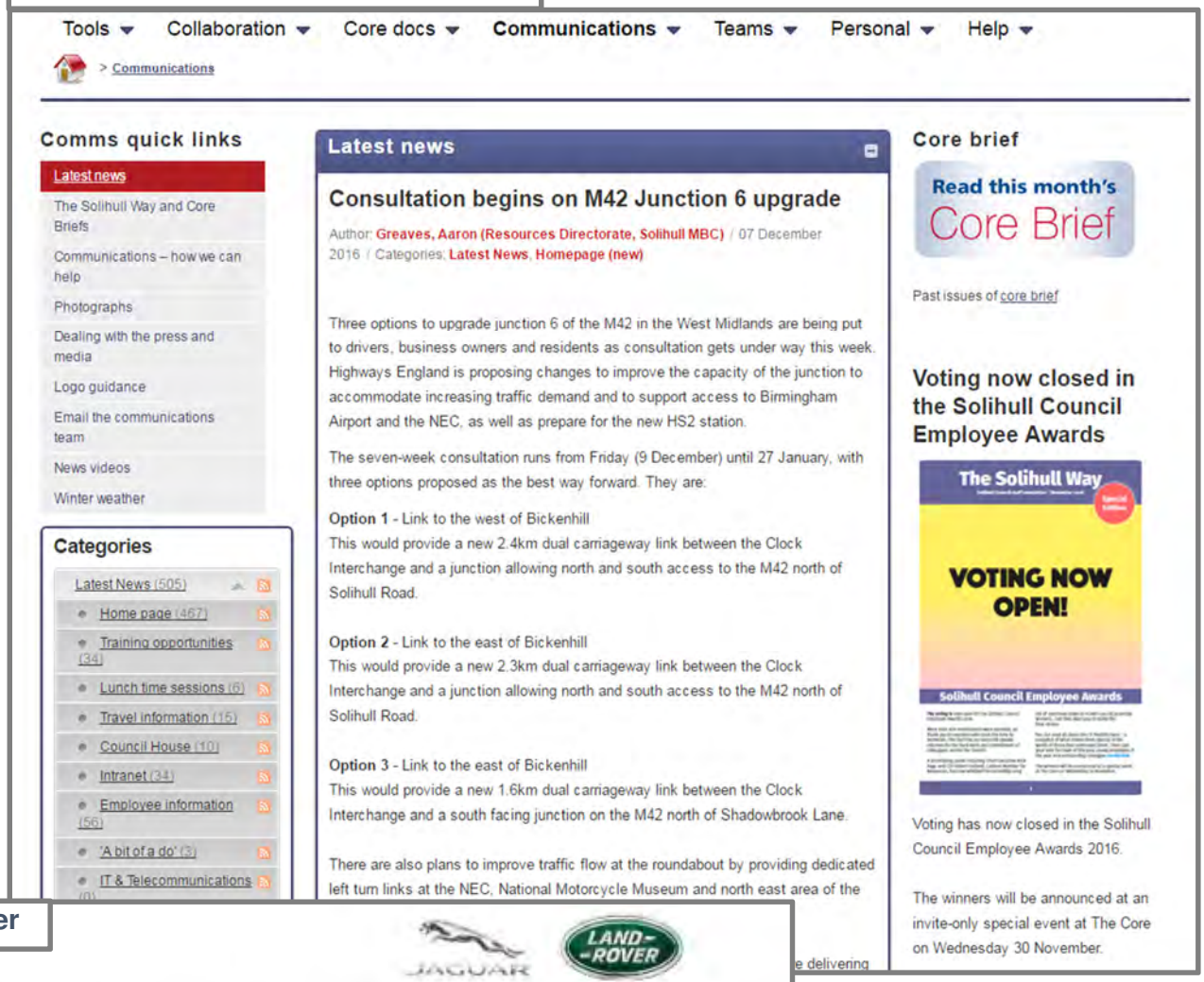
Posted on 12 December 2016 at 09:44.

Three options to upgrade junction 6 of the M42 in the West Midlands are being put to drivers, business owners and residents as consultation gets under way this week.

Highways England is proposing changes to improve the capacity of the junction to accommodate increasing traffic demand and to support access to Birmingham Airport and the NEC, as well as prepare for the new HS2 station.The seven-week consultation

Local staff intranet sites

Solihull Metropolitan Borough Council



Jaguar Land Rover

Appendix L

Highways England webpage

Home | Search for another project

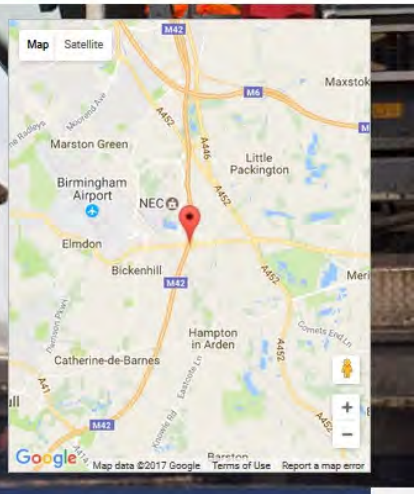
M42 junction 6 improvement

Increasing the capacity of the M42 at junction 6.

Region:	**West Midlands**	Type:	**Major Scheme**
Start date:	**By 2019/2020**	End date:	**TBC**
Cost:	**£282 million**	Programme:	

What impact will this have on my journey?

For real time updates on closures, roadworks and traffic levels on England's motorway and major roads network visit: **Traffic England**



Project | Progress report | Background | Media | Roadworks | Comments

Progress report

We are conducting a range of surveys and assessment work. This will help us explore different design options that will meet the aims we have for this scheme. Other developments are planned for this area so we will carefully plan and co-ordinate our works to minimise disruption to you.

What next?

We are currently holding a public consultation, where we would like your feedback on the options for this scheme. The consultation runs from 9 December 2016 until 27 January 2017. You can have your say on our consultation page. We are also holding a series of public exhibitions at the following venues:

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

*We will have a further exhibition stand within the Ladies Kennel Association Show at the NEC on Saturday 10 and Sunday 11 December.

We will publish the consultation brochure and a copy of the display boards on our consultation page from 9 December.

Timeline

Event	Date
Early discussion	March 2016
Public consultation	December 2016
Preferred route announcement	Spring 2017
Start formal planning process	Autumn 2017
Start of construction	March 2020
Open for traffic	2023

Why we need this scheme

The government identified the need for this scheme in its 2014 **Road Investment Strategy**. M42 Junction 6 lies on the eastern edge of Birmingham, approximately 9 miles from the city centre, with its nearest town being Solihull. The M42 Junction 6 provides connections between the national motorway network and A45 Coventry Road, which provides strategic access to Birmingham (to the west) and Coventry (to the east). The junction provides access to:

- Birmingham International Airport
- Jaguar Land Rover
- the National Exhibition Centre (NEC)
- Birmingham Business Park
- Birmingham International railway station

Breaking News: Traffic Information

Real time traffic information about incidents on England's motorway and major roads network.

M48 | Severn Bridge | Gloucestershire | Both Directions | Road Closed
The M48 Severn Crossing is closed in both directions to all vehicles due to strong winds

Regional Twitter feed

M42 junction 6 improvement

Overview

We are 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 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 junction 6.

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. You can find details of each in our consultation brochure.

Closed 27 Jan 2017

Opened 9 Dec 2016

Contact

0300 123 5000

m42junction6@highwaysengland.co.uk

Why do we need the 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 NEC, 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.

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.

Our Proposals

You can view below all of the information that was displayed at our public consultation events. Please take your time to view the following:

- Consultation brochure – this provides you with a summary of the proposals, together with information about the development of the scheme
- Exhibition boards – these 13 boards were on display at the exhibitions, and provide you with an overview of the scheme and the proposals

Should you have any questions, or would like to discuss any part of the proposals then please contact us at M42Junction6@highwaysengland.co.uk.

Appendix M

Summary of website visits to project and online consultation pages

New Road Projects
All Web Site Data

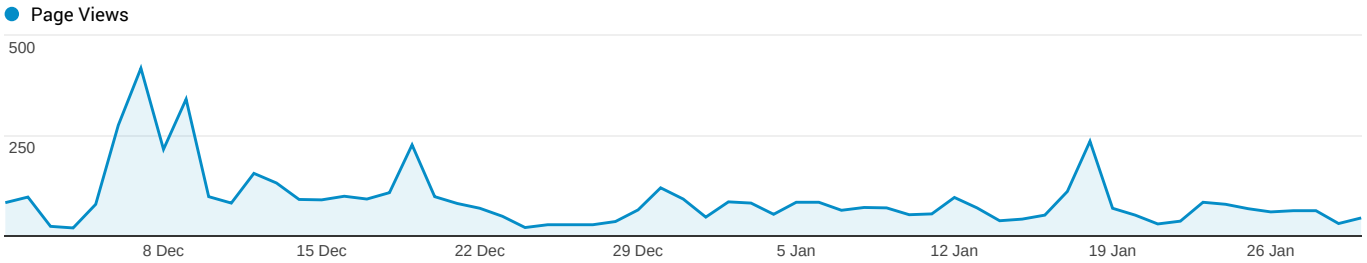
GO TO REPORT

Pages

1 Dec 2016 - 30 Jan 2017

All Users
100.00% Page Views

Explorer



This data was filtered with the following filter expression **m42-junction**

Page	Page Views	Unique Page Views	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	5,458 % of Total: 1.41% (387,162)	4,716 % of Total: 1.45% (324,942)	00:03:25 Avg for View: 00:01:58 (72.71%)	4,284 % of Total: 1.88% (227,523)	85.20% Avg for View: 69.65% (22.33%)	79.92% Avg for View: 58.77% (35.99%)	US$0.00 % of Total: 0.00% (US$0.00)
1. /projects/m42-junction-6-improvement/	**5,455** **(99.95%)**	4,714 (99.96%)	00:03:24	4,283 (99.98%)	85.22%	79.95%	US$0.00 (0.00%)
2. /projects/m42-junction-6-improvement/?_sm_au_=iJV774WPnn75SD27	**2** **(0.04%)**	1 (0.02%)	00:18:12	1 (0.02%)	0.00%	50.00%	US$0.00 (0.00%)
3. /projects/m42-junction-6-improvement/?cornerstone_preview=1	**1** **(0.02%)**	1 (0.02%)	00:00:31	0 (0.00%)	0.00%	0.00%	US$0.00 (0.00%)

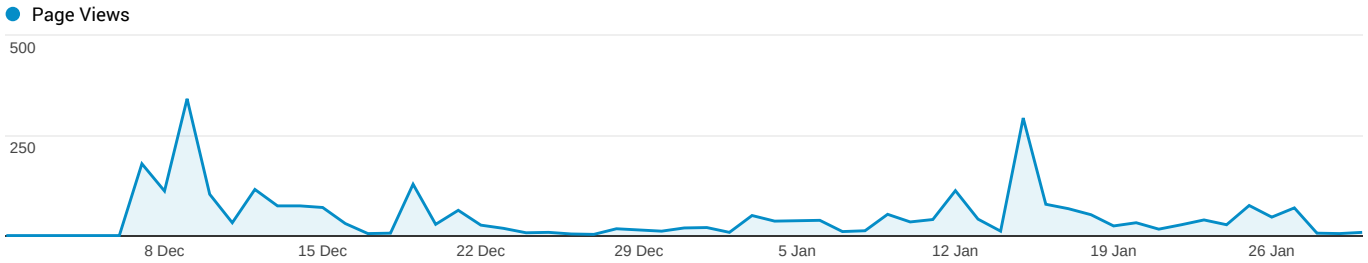
Rows 1 - 3 of 3

Pages

1 Dec 2016 - 30 Jan 2017

All Users
100.00% Page Views

Explorer



This data was filtered with the following filter expression **m42-junction**

Page	Page Views	Unique Page Views	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	2,852 % of Total: 3.15% (90,639)	2,100 % of Total: 3.38% (62,068)	00:02:10 Avg for View: 00:02:04 (4.72%)	1,071 % of Total: 3.39% (31,597)	68.63% Avg for View: 61.50% (11.58%)	42.78% Avg for View: 34.86% (22.71%)	US$0.00 % of Total: 0.00% (US$0.00)
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2. /he/m42-junction-6-improvement/consultation/subpage.2016-12-07.5278075383/	**391** (13.71%)	294 (14.00%)	00:01:26	157 (14.66%)	60.51%	33.50%	US$0.00 (0.00%)
3. /he/m42-junction-6-improvement/consultation/confirm_submit	**247** (8.66%)	117 (5.57%)	00:00:45	8 (0.75%)	62.50%	40.49%	US$0.00 (0.00%)
4. /he/m42-junction-6-improvement/consultation/subpage.2016-12-07.6630283902/	**194** (6.80%)	151 (7.19%)	00:02:42	1 (0.09%)	0.00%	11.86%	US$0.00 (0.00%)
5. /he/m42-junction-6-improvement/consultation/subpage.2016-12-07.9618225476/	**144** (5.05%)	120 (5.71%)	00:02:24	2 (0.19%)	0.00%	2.08%	US$0.00 (0.00%)
6. /he/m42-junction-6-improvement/consultation/subpage.2016-12-07.8028369725/	**134** (4.70%)	119 (5.67%)	00:00:44	3 (0.28%)	66.67%	2.99%	US$0.00 (0.00%)
7. /he/m42-junction-6/consultation/subpage.2016-12-07.8028369725/question.2016-12-07.9842555142/subquestions	**26** (0.91%)	3 (0.14%)	00:00:22	0 (0.00%)	0.00%	3.85%	US$0.00 (0.00%)
8. /++preview++/he/m42-junction-6/	**22** (0.77%)	12 (0.57%)	00:03:01	8 (0.75%)	25.00%	31.82%	US$0.00 (0.00%)
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Rows 1 - 10 of 117

Appendix N

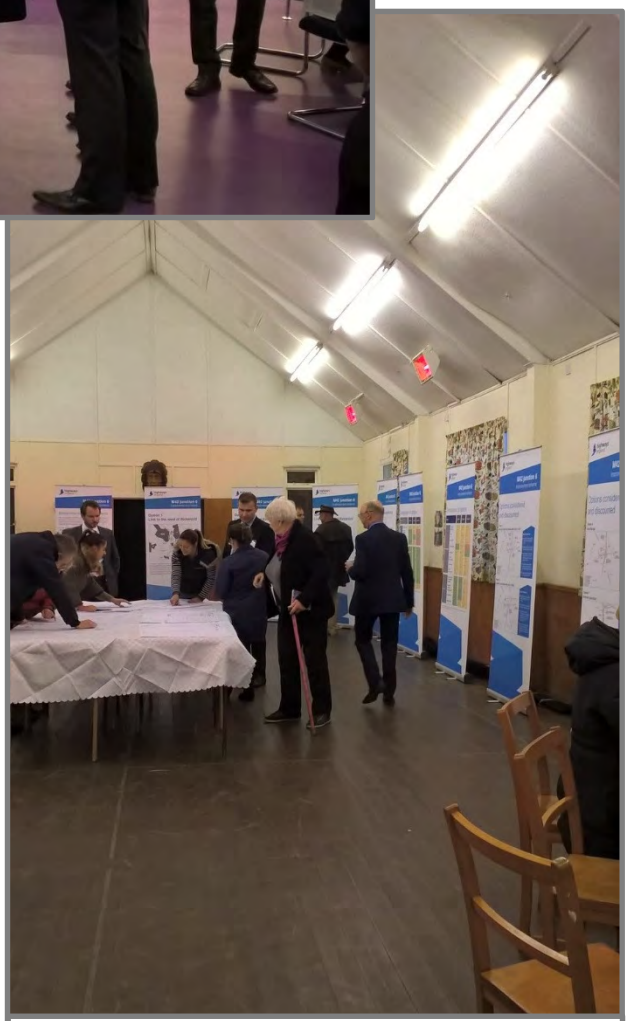
Photographs of public consultation events

Arden Hotel – 9 December 2016

Catherine de Barnes Village Hall – 10 December 2016

Fentham Hall, Hampton in Arden – 12 December 2016

The Core, Solihull – 4 January 2017



St Peters Church Hall, Bickenhill – 11 January 2017

Appendix O

Consultation responses received

Theme	SubTheme	Comments
Construction - Negative	Disruption	I am extremely concerned about traffic flows for the next 6 - 10 years while HS2 and J6 works take place. I think it will be impossible for people to travel regularly to the north of the village. Too much development has been allowed in the NEC area, HS2 being the last straw
Construction - Negative	Disruption	Do you realise that in 2020, when you are constructing this scheme, the HS2 railway will also be under construction just yards away from Jnc 6 with hundreds of lorries using A45. The A446 and A452 will also be badly affected by HS2 construction. If both are built at the same time it will cause complete traffic chaos. No joined up thinking here is there?
Construction - Negative	Disruption	The knock-on effects of congestion and diversions from the Highways England Strategic Route Network onto Birmingham's road network has negative consequences for commuters, businesses, vulnerable road users and local air quality. It is therefore paramount that work is coordinated closely with construction and promotion of HS2 as well as works on the West Midlands Key Route Network.
Construction - Negative	Disruption	It is not clear how these measures would work in association with those proposed for HS2 and with HS2 in terms of construction activity. Keeping a busy airport functioning is a key consideration in option selection.
Construction - Negative	Disruption	Based on the information currently available, it is considered that there is the potential for disruption to the operation of the National Motorcycle Museum. This would likely be in the short to medium term during construction of the works, particularly if the potential free flow left turn lane is provided on the eastern approach to the junction.
Construction - Negative	Disruption	Any proposal which impacts on my client either temporarily (through construction) or permanently would severely impact on the viability of my client's business and would not be acceptable to them.
Construction - Negative	Disruption	We are now going to be subjected to at least three years of roads works and major disruptions caused by the construction of this road
Construction - Negative	Disruption	We are now going to be subjected to at least three years of roads works and major disruptions caused by the construction of this road
Construction - Negative	Disruption	Our concerns during construction: 1. Noise 2. Pollution 2. Disruption for guests trying to get us and for residents getting in and out of the village 3. Loss of greenbelt land 4. Loss of wildlife habitat 5. Loss of grazing land for horses

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Construction - Negative	Disruption	Our concerns during construction: 1. Noise 2. Pollution 2. Disruption for guests trying to get us and for residents getting in and out of the village 3. Loss of greenbelt land 4. Loss of wildlife habitat 5. Loss of grazing land for horses
Construction - Negative	Disruption	During the construction of the new M42 southern junction and the enhancements proposed for the existing junction 6, it is vital to us that Highways England recognise the 24/7 nature of our business and provide exemplar construction and traffic management to ensure our logistic and production operations are not impacted upon.
Construction - Negative	Disruption	It is understood that the construction programme is being developed. It should be noted that the programme is likely to coincide with the enabling works programme for HS2 and potentially coincide with any future development aspirations at the NEC and airport. Jaguar Land Rover operate a 24 hour and 7 day a week and as set out above, the majority (95%) of all deliveries arrive via junction 6. This junction is therefore vital to the successful and continued operation of Jaguar Land Rover. As such, the construction programme should reflect the need to maintain the current capacity at the junction throughout the construction period with the new southern junction being open before any works commence on the existing junction 6.
Construction - Negative	Disruption	It goes without saying that any construction works will have an impact on the landscape, the local community and local properties in a negative way while the works are carried out but I accept that some disruption is inevitable for improvements. I think what is key is striking the correct balance between the disruptions caused as a result of the improvements and the perceived benefits afterwards.
Construction - Negative	Disruption	Finally if HS2 construction is started and then this work begins will any traffic be moving during the building time?
Construction - Neutral	Disruption	Liaison with key businesses is already a key measure in reducing congestion at M42 J6. This will be even more vital during construction of the new junction and HS2.
Construction - Neutral	Disruption	We recognise that the construction of any of these improvements present challenges to the HE, to keep traffic moving and to keep local businesses in operation, and we are very interested in this element of the solution. Access to the site from the M6, M42 and A45 is critical to our business and we therefore support being able to construct the new southern junction and link road “off line” and with minimal impact. By being able to complete this early and reducing traffic at the existing junction, this will help mitigate construction impact when works on the existing junction take place. As the chosen scheme develops, careful planning and management of construction will be essential, and we look forward to working with you on this.
Construction - Neutral	Disruption	We had some concerns over congestion which may be caused by the construction of this scheme particularly at the Clock Interchange. You will be aware that we have some experience with managing schemes in this area and would welcome an input into the constraints that you may add to your Contract Works information to mitigate these concerns. This may include not reducing any current capacity during peak periods.

Theme	SubTheme	Comments
Construction - Neutral	Disruption	As the project begins its construction phase we would also appreciate a flow of information from you around diversions, closures so that we are able to communicate to our visitors in advance and to highlight to them any impacts to the their journeys.
Construction - Neutral	Disruption	Impact of those working in the local area as this is close to the NEC, airport, Trinity Park and Birmingham Business Park. The 3 year construction plan may encourage those working in the local area to utilise the train links at peak times to get to and from work - potentially additional trains will need to be put on by London Midland to help those get to and from work during construction.
Construction - Neutral	Work sites	Prior to work use existing signs to run M42N at peak times, hard shoulder, airport and A45W Lane 1, J6 A45E only. Before construction commencement better lane marking and even overhead signage on, and on approach, to islands. Once work commences make sure that any diversions are needed and properly signed. From M42N - A45E there are 2 lanes. sign it as such Retrain people in control of variable speed limit signs so that they realise, its not a game, and that by changing from 60 - 40 - 50 will cause an accident (I have joined M42 north at J6 when M6N was still closed and the speed limit was 20mph at 05.30 with 3 cars in sight) After some consideration try using existing signs to run M42N traffic at J6 at peak times. Hard shoulder for airport, Solihull and International rail (using existing lane without penalty for crossing chevrons) Lane one, for A45 E&W also NEC At lights for the island on the overheads: A45W:NEC & A45E: A45E Lane two an three - M42 only until through J6 including HGVs All running at 55mph max
Construction - Positive	Disruption	Providing information to customers before, during and after construction is key, and we are happy to support a communications strategy.
Design - Negative	Discounted Northern theme	As a resident of Catherine de Barnes I am not happy with any of the 3 options and would like to have seen a solution North of the A45 where there seems to be sufficient land available for a junction although I know there are pressures for alternative forms of development being promoted by other parties which might prejudice this option.
Design - Negative	Discounted Northern theme	I have viewed the three options and was disappointed to note that the Northern option seems to have been overlooked. As a local resident this would be my preferred option by far. I would argue that the Northern option would make for a much more thoughtful and sophisticated approach as it could encompass planning for the proposed HS2 International station. I accept that it might be a little more difficult to plan on this basis, but good planning should not proceed on the basis of what is easiest. The NEC, BIA, Jaguar Land Rover, Birmingham International rail station, the proposed MSA are joined up problems and require a joined up solution. Any of the three options proposed is just playing around the edges of the issue and purely a short term response which may well prove counterproductive in the longer term. Highways England has the opportunity to produce a thoughtful, intelligent, forward looking plan: it would be a shame to waste this opportunity by churning out more of the usual stuff.
Design - Negative	Discounted Northern theme	We would much prefer that you left the Solihull Green Belt undisturbed and reconsidered again your previously rejected option, Theme 5 Northern Junction, north of the A45 Coventry Road, where there are no public footpaths or Green Belt land to damage, and where the pending arrival of HS2 is already going to create mayhem. Incidentally, we would, for the same reasons, prefer to see the proposed new Motorway Service Station for the M42 located in this area north of the Coventry Road as well.
Design - Negative	Discounted Northern theme	A number expressed their disappointment that a solution could not be found north of junction 6

Theme	SubTheme	Comments
Design - Negative	Discounted Northern theme	We support a new Junction north of Junction 6, or an elongated Junction 6 extending northwards,
Design - Negative	Discounted Northern theme	We oppose any new junction on connections to the motorway south of junction 6.
Design - Negative	Discounted Northern theme	The HS2 bridges have not been designed in detail or committed and their final design can incorporate width for the link roads for the Northern Junction.
Design - Negative	Discounted Northern theme	On junction spacing, the standard minimum spacing between motorway junctions is 2000 metres 'weaving length'. The spacing (if the 'Theme 5 plan' is put on an OS map) is 1500 m northbound, 1600 m southbound. Comparison with spacing of a number of junctions on M6 and M40 shows a shorter spacing, with two junctions on M6 in the West Midlands (J.8 to J.9 and J.9 to J.10) being 1700 m apart. Other spacings are even less such as 1200m and 1500m on M40 south of Warwick (J.14 to J.15). Thus there are some close spacings now in the West Midlands. Appendix 1 is a detailed analysis of these existing spacings.
Design - Negative	Discounted Northern theme	To reject the 'Northern Junction' as a solution for the needs at M42 Junction 6 because of spacing below the 'standard minimum' while agreeing to it for the commercial developer's proposal for the MSA points up the flawed nature of the rejection of the 'Northern Junction'. If the spacing from the 'Northern Junction' to M42 J.7 were to be agreed with a 1700 m weaving length in both directions, it could be built. In fact a longer spacing, up to 1850 m, may be achievable. (In practice the new junction works would be an elongation of Junction 6, and not need to be numbered separately.)
Design - Negative	Discounted Northern theme	Selection of a Northern Junction alternative would be beneficial by delivering or making possible: · a new M42 junction north of A45 (or extension of the existing junction 6 northwards) · a Motorway Service Area accessed from it, fitted between the M42 and HS2 · a direct access to the planned HS2 station (Birmingham Interchange) · UK Central (whatever its detailed form) would have a direct access from the M42 without affecting countryside south of A45; its development would be less difficult as a result.
Design - Negative	Discounted Northern theme	The Northern Junction would therefore in principle meet: * The needs of UK Central and HS2 * The need for a Motorway Service Area on the M42 between M40 and the M6/M6 Toll, by providing an access to a suitable location for an MSA which could be developed without planning problems * The local planning objective of protecting the Green Belt and the setting of the three villages by leaving the countryside south of A45 unaffected
Design - Negative	Discounted Northern theme	With theme 5 of the northern junction and improving existing junction 6 being the most obvious and logical choices to me (closest to HS2) I would have thought that some way could be found to review these options and overcome many of the issues raised over its original rejection. I feel we need to have a proper plan for what is going to happen for the whole area with so many potential developments in future from different areas rather than just isolated individual developments

Theme	SubTheme	Comments
Design - Negative	Discounted Northern theme	Of the original 7 options proposed Highways England has shortlisted 3 hybrids which take some of the features of the original one. I am disappointed than none of the options north of the A45 have survived as this would limit the incursions into Green Belt. I do support efforts by my constituents to seek a north junction solution even though I appreciate it's not on the table. Of the three short listed options I hope the least disruption can be caused to the villages of Bickenhill and Catherine de Barnes as both of these have had to put up with a lots of pressure from proposed traffic infrastructure already such as the runway extension. The three options put forward have brought on fears of development between the two villages.
Design - Negative	Discounted Northern theme	As residents of Catherine de Barnes and parents to two young children we are not happy with any of the 3 options and would like to have seen a solution North of the A45 where there seems to be sufficient land available for a junction although we know there are pressures for alternative forms of development being promoted by other parties which might prejudice this option.
Design - Negative	Discounted Northern theme	As residents of Catherine de Barnes and parents to two young children we are not happy with any of the 3 options and would like to have seen a solution North of the A45 where there seems to be sufficient land available for a junction although we know there are pressures for alternative forms of development being promoted by other parties which might prejudice this option.
Design - Negative	Discounted Northern theme	If a junction was required then options north of jn6 should equally be considered as they would have less effect on the environment.
Design - Negative	Free flow links	Whilst we welcome the 'optional' improvements to the existing J6, and in fact would consider these essential we are concerned about the deliverability of these options and the potential disruption these could cause to access routes during construction particularly as the involve working on or close to the existing operational carriages on important access routes.
Design - Negative	Free flow links	In relation to the eastern approach adjacent to the National Motorcycle Museum, it is stated that the potential free flow left turn lane would pass underneath the existing access to the Museum. It should be noted that no details are provided to demonstrate how the levels would be designed to achieve this.
Design - Negative	Free flow links	In addition, it is not clear how the levels would be designed to accommodate the free flow left turn lane that would pass underneath the existing access to the Museum. Further work would be required to investigate the feasibility of this.
Design - Negative	Free flow links	We understand the inclusion of the free flow left turns at the three remaining arms of the junction are subject to further design and traffic modelling to determine the benefits of each link before they could be included. We would like to point out the issue of low weaving lengths available on the second free flow left turns East Way. The consultation proposals show a new layout for traffic exiting the southbound M42 for East Way Roundabout and another free-flow left for traffic from the M42 to either continue onto East Way or enter the A45. Traffic coming from the M42 Junction 6 gyratory carriageway onto the A45 and wishing to access East Way or the NEC having missed the South Way exit could cross the free flow left turn traffic entering the A45. In this location, the absolute minimum weaving length does not appear to be available, Figure 3. It would be sensible to potentially look at developing the A45 merge and East Way to accommodate the extra weaving length required for these traffic manoeuvres to safely operate. The weaving length could be increased by extending the length of the weaving area and moving the junction position with East Way as in Figure 4 below. Another possibility is the realignment of the junction and combining it with the position of the A45 to East Way sketched below in Figure 5. Construction of a roundabout here could give the option of further access points into the Arden Cross development.

Theme	SubTheme	Comments
Design - Negative	Free flow links	If the free flow left turn is built then bunding and screening along the M42 southern access and sound reducing tarmac would reduce noise etc for residents at north end of Old station Road .
Design - Negative	Impact of future developments	Overall impact of all future planned major developments in area has not been demonstrated to have been considered (eg motorway service stations, HS2, airport expansion, NEC development)
Design - Negative	Impact of future developments	In addition, we do not feel that the proposals adequately deal with future proofing north and east of this, in particular proposed developments around the NEC and subsequently the HS2 Interchange. There were proposals, in previous designs, for a link between the new southern junction and the HS2 Interchange and these have been dropped, which we think is a highly retrograde step.
Design - Negative	Impact of future developments	The current Consultation does not take into account the current planning application for a Motorway Service Area (MSA) at Catherine de Barnes (see Section 3). We highlight this as the proposed new Junction for the MSA is substantially the same as that proposed under with the Option 1 and Option 2 Junction location.
Design - Negative	Impact of future developments	'Future-proofing' of works - We are concerned that the current scheme options appear to tend towards solutions related to only formally 'committed developments'. We note that the area is a national travel crossroads and a traffic attractor/generator that might create even more vehicle journeys from reasonably foreseeable developments (including, for example, Birmingham Conurbation housing needs currently being investigated/promoted on the eastern edge of the conurbation). It is also likely that many of these 'unaccounted for' developments might come forward before commencement of the schemes construction.
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Design - Negative	Impact of future developments	Our principal concern relates to the short term nature of the proposals and the fact they appear to be seeking only to address an immediate set of problems rather than considering the broader growth related challenges and opportunities in the area. We therefore feel strongly that any proposals must, as far as reasonably practicable, be 'future-proofed' to make it possible for further enhancements of the Strategic Road Network (SRN) to come forward in the future to improve network resilience and facilitate future growth aspirations – both in terms of UK Central and the sustained growth of the Coventry and Warwickshire sub-region.
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Theme	SubTheme	Comments
Design - Negative	Impact of future developments	I don't believe the way the junction is improved will have any effect on economic growth or regional connectivity. A stretch of the M6, just north of Birmingham for example is heavily congested on a regular basis but it does not deter those that have to use it. Any improvements will hopefully mean it avoids reaching a similar situation though.
Design - Negative	Impact of future developments	This Highways England proposed M42 junction improvement seems to be adopting an approach of simply "keeping out of the way" of any road revisions associated with the proposed HS2 station. This means that in due course it is likely that there will need to be another revamp of roads near to M42 junction 6 to provide roads for easy access to the HS2 station. It seems to me that there would be more sense in creating a more holistic forward-looking approach of creating a road scheme to address the requirements both for better handling increasing traffic volumes through the existing junction 6 AND also the access needs for the HS2 station. This potentially means that the "discounted" theme 4 "interchange" and theme 5 "northern junction" would make more sense as being more "future-proof". Although theme 4 may be more expensive at present than the options currently proposed to go forward, presumably the "interchange" option would be cheaper than the combined costs of one of the options currently being put forward for expanding traffic capacity of junction 6 if it is then followed by a need for a separate scheme to create improved road access for the HS2 station? Such as by then needing ALSO to create an "interchange" or "northern junction" for road traffic to the HS2 station at a (slightly) later date. While the plan to implement HS2 remains, you need to look at the bigger picture rather than just the "immediate problem"
Design - Negative	Impact of future developments	The plans do not seem to take into account the forthcoming HS2 station and the proposed service centre. Both these schemes will have a direct impact and in the case of the HS2 station an increase in traffic and the current plans seem not to take these issues into account. Perhaps just concentration on J6 is a mistake and the whole are between the M6 and the M40 should be reviewed as a whole instead of this piecemeal approach.
Design - Negative	Impact of future developments	On the topic of HS2, I don't support HS2 but it seems as if it is now a done deal, which means we will have an interchange close to the M42 Junction 6. When that has been built, there will be increased traffic in that area and more use of the motorway. SMBC's Local Plan (currently in draft form) will allocate a significant number of new homes and business use premises to this area. I think it will be a missed opportunity not to link up the M42 with the interchange at this stage.
Design - Negative	Local road network	All these options concentrate on traffic flow to and from the M42. There doesn't appear to be any consideration to local traffic which requires to travel across the A45 to and from Solihull
Design - Negative	Local road network	Concerns that traffic will be drawn towards A45 island at airport and towards Marston Green in greater volume than is already
Design - Negative	Local road network	Have lived in the area for many years and had very few problems with volume of traffic except when large NEC shows are on. Am unsure that the improvements are really necessary
Design - Negative	Local road network	None of these plans really address the problems caused by excess traffic at exhibition major shows and parking for incoming flights
Design - Negative	Local road network	Any new roads constructed to enable local traffic to access the Clock interchange should be designed in such a way as to discourage their use as 'rat runs'. Currently when the M42 has congestion issues local roads see high levels of traffic congestion along Hampton Lane and Lugtrout Lane and increased through the villages of Catherine de Barnes and Hampton in Arden. Heavy congestion on the M42 results in local roads being used as rat runs as drivers leapfrog junctions e.g. from Jct 6 to Jct 4 , or leaving Jct 4 and re-joining at Jct 5 –we have concerns that the new road system will add to this problem.

Theme	SubTheme	Comments
Design - Negative	Local road network	Option 1 has more positives than negatives compared to options 2 and 3 as set out in your document. That said it is in my opinion short-sighted. Bringing the new dual carriageway to an island at Clock Interchange beggars belief. That junction must be greatly improved if as you predict it will have large traffic flows. In its current condition, it could in no way cope. There is not a great deal of room to improve this island. The reason for congestion is junctions. These comprise roads crossing and islands. This stops traffic flow. Your option merely moves the problem one island away. It will not resolve traffic coming out of the NEC, the airport, the railway station or existing M42 to go south or north. You may achieve some reduction in congestion at J6 island but it is unlikely to be significant unless you implement the other left hand flows in your document. You will not, however, deal with flows from and to the NEC at peak times without providing additional entrances and exits to the NEC. If you are convinced that by giving access to A45 to Birmingham is a large part of the problem, then bringing the traffic to the Clock Interchange will not solve it. You would be better joining the two roads closer to, or at, the next junction down at Damson Parkway. This could aid the position with JLR at peak times. JLR have now applied for planning for a logistics site which will put greater strain on the Damson Parkway junction which is already congested at peak times. The A45 going away from Birmingham is very congested first thing in the morning. I cannot comment about the afternoon as I do not travel the road at that time. Cutting Catherine de Barnes Lane in the way planned succeeds in cutting off Bickenhill village and adding to journey times. Also, the access on your plan for Catherine de Barnes Lane to approach the island will cause congestion. It suffers from a new J5A to which I have already referred. You already accept that Bickenhill will suffer greater air and noise pollution
Design - Negative	Local road network	Option 2 achieves very little. You are now planning yet another island to allow Catherine de Barnes lane access. This will be a further bottleneck and unless controlled by traffic signals a nightmare for traffic from Catherine de Barnes Lane. You appear to assume that there is not a great deal of traffic on the Lane but this discounts the fact that it is a main road from Solihull to all of the facilities and the motorway. This is a defect of all 3 schemes. The new island is in green belt. It suffers from a new J5A to which I already referred.
Design - Negative	Local road network	WE support this preference but has grave concerns that the solutions offered might solve traffic issues at Junction 6 but will create even greater issues at the Clock Interchange.
Design - Negative	Local road network	The scheme should incorporate designs which reduce the risks of local roads being used as ‘rat runs’ in the event that the motorway and or new road becomes blocked or congested.
Design - Negative	Local road network	There should be no access from the southern junction to local roads.

Theme	SubTheme	Comments
Design - Negative	Local road network	The M42 scheme will undoubtedly attract additional, currently 'suppressed', traffic that will impact upon Stonebridge Island. We therefore would lodge objection to any M42 scheme that does not demonstrate consistent acceptable performance of Stonebridge Island. The same applies to other major road links and junctions of the area.
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Design - Negative	Local road network	Any new roads constructed to enable local traffic to access the Clock interchange should be designed in such a way as to discourage their use as 'rat runs'. Currently when the M42 has congestion issues local roads see high levels of traffic congestion along Hampton Lane and Lugtrout Lane and increased through the villages of Catherine de Barnes and Hampton in Arden. Heavy congestion on the M42 results in local roads being used as rat runs as drivers leapfrog junctions e.g. from Jct 6 to Jct 4, or leaving Jct 4 and re-joining at Jct 5 – we have deep concerns that the new road system will add to this problem. This already severely limits the routes that local residents can take when trying to access Solihull Town Centre.
Design - Negative	Local road network	A big concern of mine is that the options suggested in the brochure that came through my door will simply move one area of congestion at Junction 6 to another and will not necessarily solve anything.(There have been no figures suggesting current/planned traffic numbers on any of the surrounding roads which may better illustrate some of my points).
Design - Negative	Local road network	As already mentioned I believe a new Jct off the M42 will simply move the area of congestion to the clock interchange so I don't agree with any of the 3 options suggested from that point of view.
Design - Negative	Local road network	There is a concern and therefore we would welcome assurances from Highways England that the improvements proposed are not simply diverting the issues caused by Junction 6 to Clock Island. We believe consideration should be given to improving free flow connectivity to the A45 where possible from the new road in order to minimise traffic usage at Clock Island.
Design - Negative	Local road network	Do not underestimate the Clock Island congestion!! Biggest problem is exiting the area. Arriving is not such an issue. My considered view is that arriving into the area is not so much of a problem as exiting or passing through so I would spread the load to relieve the pressure points of Clock Island and M42 junction 6
Design - Negative	Local road network	I note that provisions to relieve the pressure on the A452 and areas north of the junction towards the M6 are not being considered here eg the Birmingham Business Park becomes blocked at times and coming off the M6 at Coleshill to drive to Balsall Common, Coventry, Hampton, Sheldon, Martson Green etc becomes a no-go. It hasn't helped that SMBC has narrowed some roads to single lanes on key roads like Bickenhill Lane and A452 from the Business Park Island through Chelmsley Wood before resuming on the 'collector road'. Need to review!

Theme	SubTheme	Comments
Design - Negative	Local road network	My other point- and I don't know if this is considered part of the improvement scheme- is that I find the whole process of getting to the airport / NEC / and in particular, B'ham International Rail Station, difficult and risky, due to all the islands, roads branching off, required lane changes, and most of all, the road signage. Twice in the last 18 months or so, I have had to go to B'ham International from M42 Northbound, in the dark, and am having to try and follow small, poorly lit signs (The Railway Symbol) whilst negotiating the islands and lane branchings, . At one point (I can't pinpoint exactly where but I'm sure you'll know what I mean) there is a road branching off following the sign, then almost immediately the road splits and branches off again, again with a small inadequate railway sign. Needless to say, I have gone the wrong way, and when I have been able to turn around (by the Airport), there are NO SIGNS to B'ham International coming back the other way. Also, anyone unfortunate enough to take the A45 towards Coventry thinking they can turn around, will find they have to go all the way to Coventry before they can do this! I feel sorry for anyone from overseas who picks up a hire car at the Airport and has to negotiate the roads around that area, so, whilst an improvement to Jct 6 will be welcome to make it easier, please, please improve the road signage- more signs and larger, well lit!!
Design - Negative	Local road network	The option 1 connection to the clock island needs further work, option 2 and 3 joins catherine-de-barnes lane to the dual carriageway but option 1 does not? Is there any reason cathering-de-barnes lane can not be replaced by the dual carriageway and be closed to lessen the impact of road infrastructure on the area? Does the proposed dual carriageway have an impact or detriment to future plans of Bham airport such as a second runway?
Design - Negative	Local road network	Not having a direct link to HS2 is a big oversight. The roads surrounding the junction get gridlocked daily and whenever there is something at the NEC. A direct link to the southbound M42 from the NEC is definitely needed.
Design - Negative	Local road network	My biggest concern is the amount of traffic around the whole airport NEC area, and I'm not at all sure that any of these proposals will make this any better; in fact I think they could make them worse; changes are made with no thought of the impact on connecting roads; since the Chester road (running through what was Craig Croft, now Chelmonds Croft) was narrowed from a duel carriage way to a single lane road the traffic from the business park blocks all routes from Coelshill to Marston Green, Chelmsley Wood etc; add a show at the NEC to this and the whole network comes to grid lock; moving more traffic to the clock interchange will not help any of this; please please please think about the wider impact!
Design - Negative	Local road network	The business park is expanding, the airport is expanding, there is soon to be a train terminal in what is already a road network that comes to stand still more often than it moves ; more traffic to the clock interchange will not help all of the feeder roads around here that are consistently congested. Please look at the full area; and consider how everything fits together; it has been worse since the narrowing of the Chester (Chelmonds Cross) than it ever was before and this road seems to have been narrowed without consideration to the increased volume of traffic needing to access the ever expanding business park, NEC, Resort World etc. everything is directed through narrow networks of islands when much needs to by pass this and more time needs to be put into seeing what happens when there is a big show/ shows on at the NEC too!

Theme	SubTheme	Comments
Design - Negative	Local road network	I question the proposal for a new link road between the proposed new roundabout that is in Options 2 & 3 and Catherine de Barnes Lane. Other than traffic wishing to travel between the M42 and either Catherine de Barnes or Hampton in Arden, there should be no requirement for traffic to use such a new road. (Has there been any modelling of potential traffic volumes on the proposed Catherine de Barnes Lane link road?). If the new link road is added, potentially this would create an additional route for traffic passing between the M42 and Solihull (especially traffic approaching on the M42 from the north in Option 2), and it would be highly preferable for M42-Solihull traffic to continue to use M42 junction 5 and the dualled A41 to approach Solihull rather than the "local road" through Catherine de Barnes.
Design - Negative	Local road network	Very difficult to work out access for local roads. Local residents also need to be able to access the airport and business parks - not everyone uses the motorway! - need to be able to access local villages !. The access road and peak times with the NEC (particularly crufts) and the impact this has should be reviewed. The slip road o the M42 island causes a bottleneck currently.
Design - Negative	Local road network	I think this doesn't address the impact of NEC events on the clock interchange, If you work on Trinity Park all too often we are trapped on the park by gridlock as the traffic from the railway station and the NEC car park get priority at the roundabout. Some events eg cruft's / horse of the year / BBC Good food / Spring fair etc are particularly bad, the record is 2.5 hours for a member of staff to be stuck trying to get out of Trinity Park at the roundabout. Station and NEC users are on the whole occasional users, if you work here we have to fact this misery very regularly, often daily.
Design - Negative	Local road network	The current segregation on the left turn lane when coming from the northbound M42 should be amended to reinstate the ability to join the A45 and access Clock Island. The majority of the traffic turning left from the J6 northbound sliproad is for the A45 or NEC, and the new hatchings have meant that this traffic should now all go up to the traffic lights. This causes additional tail backs where the traffic was free flowing previously, and on event days at the NEC this tails back onto the motorway in a way it did not do when it was legal to change lane to access Clock Island from the left hand filter lane.
Design - Negative	Local road network	Whilst taking M42 southbound traffic away from junction 6 will obviously be a help to daily congestion (and would think the proposal would solve the majority of issues, especially if traffic from the A45 eastbound out of the city can use the new junction) - I find the worst traffic issues are when the NEC carpark to the rear of the train station car park is used for a daytime show. The extra traffic combined with the existing airport, train station and multiple business traffic effectively means the roads come to a standstill/complete gridlock for a number of hours. I believe this is because the merging of traffic from the clock interchange (from the airport/train station exit) onto the A45 east and then the onward filtering through junc 6 itself is far in excessive of what the roads can cope with. I do not think that the proposals will resolve this issue.
Design - Negative	Local road network	With the amount of information that has been made available, we cannot be satisfied that the Clock Interchange junction (even with improvements) will be capable of accommodating the additional traffic that is expected to go through it rather than through Junction 6. In light of the above, we would therefore recommend that serious consideration be given to providing a direct link from the new proposed southern junction on the M42 across to Damson Parkway either as an alternative to the proposed link between the proposed southern junction and the Clock Interchange, or as a spur off it. This, in our opinion, would take a significant amount of traffic coming out of JLR, Solihull and travelling eastbound out of Birmingham off the A45 and Junction 6.

Theme	SubTheme	Comments
Design - Negative	Location/general design	Access to the proposed HS2 Interchange site seems limited given the significant development proposed at the site. This was recognised in earlier options but now seems to have been dismissed. Themes 1 and 3 should be reconsidered
Design - Negative	Location/general design	The planner should have done a better job in the first place. M42 junction 6 has traffic for Motorcycle Museum, NEC, B'ham Int Airport, B'ham Int Railway Station. You've just spent 3 years improving the junction but it's a 'cock up'. You do NOT need another junction. It will not relieve the traffic particularly when there is a show at the NEC
Design - Negative	Location/general design	Continuing to be NIMBY; my house has its foundations on clay. If your road is below the level of my land it will alter the water table. This may cause structural damage to my house.
Design - Negative	Location/general design	The current proposals may help to alleviate traffic moving west bound but do not make any attempt to alleviate traffic moving east bound, irrespective of what future development takes place at the NEC and HS2 Interchange. The A45 east of the M42 is equally as busy as that to the west with pinch points, despite the flyover, around Stonebridge Island. There are proposals for some alterations to Stonebridge as part of the HS2 works but we do not believe they are adequate to deal with the longer term proposals around the Interchange site in any event, but if alleviation of pressure on Junction 6 is the primary purpose, Option 1 does nothing to alleviate pressures of traffic moving eastwards towards Coventry or coming south from Junction 4 of the M6 towards Stonebridge and south and east from there.
Design - Negative	Location/general design	Fix the roads and junctions you already have a four year old could have done better and your paid thousands to upset peoples lives and future a joke.

Theme	SubTheme	Comments
Design - Negative	Location/general design	is a nationally strategic Inter County pitch with a far from local membership and user base. We have a national membership of c12,000 members and a local membership of c3,000 members. Users of also include, amongst others, the Provincial Council of Great Britain for Inter County games, University Competitions, National League Fixtures, Provincial Underage Fixtures etc. is the most strategically important ground in Great Britain, being the National Centre for all activities. As a local amenity, it provides facilities for the 3000 members at local club level within Warwickshire. The main catchment area consists of Birmingham and Solihull, in addition to the outlying areas of; Rugby, Coventry, Northampton and Wolverhampton. Pitch 1 is a County standard pitch hosting National League matches where Warwickshire compete against top County teams from Ireland. The loss of the County standard pitch would exclude the County Teams participation in the National League. has been serving the members of Warwickshire community for 28 years. It took 20 years and numerous planning applications to secure the original facility which opened in 1989. A similar facility is considered impossible to replace. Very importantly, there is memorial to the East of the ground which has a strong emotional attachment for the families and colleagues of our deceased members. Planning permission was granted approximately 2 years ago to extend and enhance the existing clubhouse facility with further plans in the pipeline to add a 4th All Weather floodlit pitch. We have incurred an enormous amount of time and cost in the process between professional design fees, application fees, S106 agreements, building regulations & construction drawings. The clubhouse project is now ready and about to be commenced. A very significant amount of work and capital, both emotional and financial, has been committed to . Replacing this within the projected timescale assuming a completion of the roadworks for 2020 is seen as impossible, not least because of the time taken to develop from scratch a ground of at least County standards, which we have and many others currently use. We anticipate a replacement facility would take up to 5 years or more to purchase land, prepare and secure planning permission in the Greenbelt and construct the new playing fields and new clubhouse facilities. Therefore, the at
Design - Negative	Location/general design	I can see that all 3 options including theme 3 suggest a greater need for access to Birmingham airport. This surprises me somewhat as I believe the current road network providing access to the airport is more than capable and new roads to increase this capacity further would be unnecessary and the reasons to be built justified.
Design - Negative	Location/general design	In particular, we suggest consideration be given to whether it is satisfactory in the longer term to have traffic from the NEC exiting directly onto the junction, substantially reducing the capacity of the signalised roundabout for strategic interchange traffic, and increasing the complexity of adapting it for future capacity needs. We are happy to discuss this further, if that would be useful.
Design - Negative	Location/general design	Proposed schemes will improve my journey home from work, as the J6 island is often congested; however none of the proposed schemes will significantly improve my journey to work (at Birmingham Business Park), because there is no proposal to improve access from M42N to A45E, and no proposal to improve traffic flow across the Birmingham Business Park Island, which in the mornings is a bigger bottleneck than the J6 island.

Theme	SubTheme	Comments
Design - Negative	Location/general design	You need to look at building this in a different area
Design - Negative	Location/general design	i do not see why the junction on M42 is so far south. clearly its not going to be used by south flowing traffic wishing to exit to A45.
Design - Negative	Location/general design	I remain unconvinced that any of the options will achieve your goal. Traffic to the A45 north is not the problem, traffic crossing the island is. You will need to improve the flow through the island. Your proposed left turns will go some way to assisting but will not reduce the congestion significantly enough. This plan in my view is short sighted and will be obsolete within 10 years.
Design - Negative	Location/general design	If options 1 or 2 are used, we feel that this will cause major distress to us as we already have planes above us motorway to the left and rear of us and our only clear outlook at present is in front of us which option 1 will destroy whether it is in a dip or not and option 2 will be too close to our property for comfort. Either of these options will also have a massive impact on the value of our property and even in the future make our property difficult to sell if we ever wanted to move away.
Design - Negative	Location/general design	I do not agree with the use of a two-bridge roundabout interchange. If this proposal is serious about diverting traffic away from J6 and quickly conveying it to the airport, it should be free-flow as a minimum. A roundabout inherently causes stoppages in traffic, and when traffic levels increase, you will inevitably signalise it. This defeats the original intention of the scheme.
Design - Negative	NMUs	Our two principle charitable objectives relative to the M42 J6 consultation are to promote, encourage and assist in: • The provision and protection of footpaths and other ways over which the public have a right of way or access on foot. • The protection and enhancement for the benefit of the public of the beauty of the countryside. On both of these counts we have concerns with all three of the options put forward in your consultation. While we would not dispute the case for improving traffic flow at J6 on the M42, we are concerned that all three of the options offered would impinge significantly on the Solihull Green Belt north of the Town – a valuable wedge of Green Belt land radiating out from Elmdon Park and forming the vital function of separating Solihull Town from the extensive and ever growing developments on the airport side of the A45 Coventry Road. Through this green wedge, a web of public footpaths radiate out towards Hampton in Arden, providing connectivity with the wider footpath network beyond. All of these public footpaths would be affected by one or other of the current proposals. The affected public footpaths are all shown on the Environmental and Local Effects map on p10 of your Consultation Brochure. Your map also shows The Green Man Trail, a Solihull Council sponsored footpath route running from Castle Bromwich in the North of the Borough to St Alphege Church in Solihull Town Centre. While we would hope that the age when Motorway Construction Units merely arranged for public footpaths cut by their work to be diverted alongside a motorway to the nearest road bridge is long past, we are concerned to avoid a repetition of this practice and, in the event of any of the proposals being chosen, would wish to see adequate footbridge or underpass crossing made available as near as possible to the existing definitive line of any severed public footpaths.
Design - Negative	NMUs	There would be severe impact on local footpaths in the countryside around Bickenhill, Catherine de Barnes and Hampton-in-Arden, particularly from Options 1 and 2.

Theme	SubTheme	Comments
Design - Negative	NMUs	Should this go ahead then the needs of the people living in the village need to be considered as our quality of life is due to be severely affected - we will need to have more bridleways, footpaths and cycles paths put in place so that the residents of Bickenhill and all the horse owners who keep horses in Bickenhill can safely and easily access surrounding villages
Design - Negative	NMUs	Should this go ahead then the needs of the people living in the village need to be considered as our quality of life is due to be severely affected - we will need to have more bridleways, footpaths and cycles paths put in place so that the residents of Bickenhill and all the horse owners who keep horses in Bickenhill can safely and easily access surrounding villages
Design - Negative	NMUs	Furthermore on Hampton Lane a pedestrian crossing has never been created near to the shops, pub and canal towpath, making it nearly impossible for residents to cross at busy periods. Add to this the possibility of increased traffic flow through the village and this creates another massive obstacle for residents.
Design - Negative	NMUs	Furthermore on Hampton Lane a pedestrian crossing has never been created near to the shops, pub and canal towpath, making it nearly impossible for residents to cross at busy periods. Add to this the possibility of increased traffic flow through the village and this creates another massive obstacle for residents.
Design - Negative	NMUs	There is absolutely no mention of NMUs in developing the schemes. As a cyclist who enjoys riding into Warwickshire from the centre of Birmingham, the existing strategic road network forces me onto unsuitable routes as local lanes have been severed as part of previous schemes in the area. I do not see these proposals improving that situation.
Design - Negative	NMUs	M42 Junction 6 currently prevents east-west pedestrian and cycle journeys and this needs to be addressed during the project development. Catherine-de-Barnes Lane and Shadowbrook lane are the only all day/all weather pedestrian and cycle routes in the area and this provision needs to be maintained at all times during the construction phase. There is discussion of a new road from the A46 at Stoneleigh towards the A45/M42. The new carriage way should, as a minimum, have a passive provision for a pedestrian/cycle way in case the new road links up to the new junction.
Design - Negative	NMUs	As before, more consideration needs to be given to non-motorised journeys, as the M42 and J6 in particular are presently responsible for making a large section of the Solihull Borough inaccessible by foot or by bike. The proposed solutions may make this more of a problem, taking up additional greenbelt space and making Bickenhill itself more difficult to access safely.
Design - Negative	NMUs	Optional free flow turns - Important that pedestrian and cycle access via gated north end of Old Station Road , Hampton is retained and made safer to join up with the new cycle track parallel to A45 that leads to to airport , Bham intnl station, NEC, and Bickenhill village . This is also the link to National Motorbike Museum and 100 bus stops on A 45 . It is used amongst others by train users into Hampton station who then walk up and through gate . Turning circle for cars needs to be retained at the end of Old Station Road as much used .

Theme	SubTheme	Comments
Design - Negative	NMUs	I live in Hampton. I cycle most days through the gate at end of Old station Road Hampton , around J 6 roundabout. along the pavement to link in to new cycle way parallel with A 45 to get to Bickenhill village . New cycleway fantastic . you just now need to provide better and safer access from the north end of Old Station Road Hampton to exit and to circumnavigate round about down onto A45 new cycle way. This is even more so if you put in free flow lanes . or I will get killed ! Retain car turning circle at north end of Old Station Road please. Retain "through access "from end of OS Road onto junction please
Design - Negative	Option 1	Option One: This option, the longest, would have the maximum impact on the Green Belt and would require a new junction with the M42, presumably to be shared with the proposed motorway service station off Hampton Road (another imposition on the Green Belt that we are anxious to avoid). Counting north from the proposed new motorway junction, Option One would cut five public footpaths – M123, M122, M113, M112, M109 – and probably affect the termination of public footpath M106*.
Design - Negative	Option 1	I am formally registering our strongest possible objection to the short consultation period we have been provided; and to Option 1.
Design - Negative	Option 1	Option 1 would destroy all three pitches and render the whole site useless for our purposes. Having consulted at a local level, via a hastily arranged EGM, we have received a clear mandate from our local members to strongly reject Option 1. In addition to the serious adverse impact on our interests, from our initial consideration, we believe Option 1 entraps the village of Bickenhill, creates a highly complex network of new local roads at vast and unnecessary expense; and will be far more destructive overall of the Green Belt compared to Option 2 The time frame between securing a DCO and the proposed compulsory acquisition of our interest has been discussed. We understand that Highways England's approach is currently that it will not conclude a deal with affected parties until a DCO, granting compulsory purchase powers has been approved; and thus when Notices to Treat and Notices of Entry can be served. We will be objecting strongly to the use of CPO powers without allowing adequate time for parties to be fully relocated before any physical work is started on site. We understand there is recent case law supporting our view that to secure CPO powers, the Acquiring Authority has to have acted reasonably in helping affected parties relocate, prior to securing and using those CPO powers. Currently no such proposition is being envisaged by Highways England, which is wholly inadequate for a facility of National, regional, County and local importance. Option 1 is also going to be very disruptive to both Catherine -de – Barnes Lane and Shadowbrook Lane
Design - Negative	Option 1	Whilst we appreciate this is a nationally important scheme and members locally support the principle of a M42 junction 6 improvement scheme, the selection of Option 1 is simply impossible for us to consider appropriate. It will destroy our facility, impacts more on the Green Belt and is anticipated to be more expensive than Option 2. We shall lobby vigorously against it.

Theme	SubTheme	Comments
Design - Negative	Option 1	Option 1: is the longest route and has excessive land take through the Green Belt and will be visible from Solihull Road throughout its length east of Catherine de Barnes. It will no doubt carry traffic noise to both Catherine de Barnes and to Bickenhill villages. We recognise the mitigating effect of a cutting throughout its length, but have concerns about the complexity of the Clock Junction and note that local traffic on Catherine-de-Barnes Lane will apparently merge with fast motorway traffic approaching the junction. The impact on Bickenhill village will be significant.
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Design - Negative	Option 2	Option Two: While not so objectionable as the first option, Option Two would again have considerable impact on the Green Belt, and it too would presumably share a junction with the unwanted service station off Hampton Road. Counting north from the proposed new motorway junction, Option Two would cut three public footpaths – M122, M111* and M106
Design - Negative	Option 2	Option 2 bisects Bickenhill and an additional roundabout is proposed on the new link which is likely to potentially introduce additional delay for access to the airport and the A45 corridor.
Design - Negative	Option 2	Options 2 and 3 would not preclude all future growth, but they would not maximise it. Option 2 has greater impact upon Bickenhill and less direct connection to the area of economic development opportunity.
Design - Negative	Option 2	Option 2: is a more complex solution involving connections to local roads at Bickenhill. It will have a direct and harmful effect on the Green Belt creating a two-motorway corridor across fields north of Solihull Road and Shadowbrook Lane and a more direct effect on the village of Bickenhill.
Design - Negative	Option 2	Option 2: is a more complex solution involving connections to local roads at Bickenhill. It will have a direct and deleterious effect on the Green Belt creating a two-motorway corridor across fields north of Solihull Road and Shadowbrook Lane and a more direct effect on the village of Bickenhill.
Design - Negative	Option 2	No - too tight and doesn't spread the load
Design - Negative	Option 2	Option 2 has a massive impact on my business and the tenants located in my business buildings. Small business premises in Hampton in Arden do help the local economy and support the local service providers / shops.
Design - Negative	Option 3	I anticipate that the creation of a further bridge over the M42 under 'option 3' would be both costly and inefficient when considering highways, capacity, flexibility and the principle objectives of the M42 improvement scheme
Design - Negative	Option 3	Option Three: This, the shortest of the three options, would still impact adversely on the Green Belt, and require a new junction apparently at the point where public footpath M111 currently crosses the M42 on a footbridge. Counting north from the proposed new motorway junction, Option Three would still cut three public footpaths – M111*, M107 & M106*. Whilst Option Three is the least damaging to the Green Belt of the three options offered, we are not opting for it as a choice.
Design - Negative	Option 3	A southern junction should be as per Options 1 and 2 and provide full access in all directions to/ from the M42. We do not support a limited access junction as in Option 3. We would be interested in seeing the forecast demand for traffic volumes and routing for all options and, when available, emerging plans for a signing strategy to ensure that drivers are directed to the most appropriate access for their destination.

Theme	SubTheme	Comments
Design - Negative	Option 3	Option 3 raises concerns over the proximity to the existing J6 and the weaving between the two junctions which could introduce additional delay for users of this corridor.
Design - Negative	Option 3	Option 3 is also not effective. Not only does it suffer the same island plan but now it has a flyover for the M42 which will add to pollution. This option by your own criterion gives very little benefit. It suffers from a new J5A to which I already referred. However, in this instance southbound traffic will not be able to exit from the M42 which means it must approach the island at J6. With better free flow left turns this will benefit traffic going into the NEC and to Coventry but will require traffic going towards Birmingham or Solihull to cross the island thereby continuing to cause congestion. As one stated reason for this development is to free flow traffic to the A45 this does not achieve its objective.
Design - Negative	Option 3	Option 3 This option is not supported. In our view this does not address the known issues with regards to resilience in the area. It fails to sufficiently reduce traffic flows at J6. Notwithstanding the above, the comments in relation to Clock Island, associated roads and J6 free flow links remain.
Design - Negative	Option 3	The southern junction in Option 3 would not be able to include north facing slip roads and would need significant re-work in order to accommodate an MSA in this location. As such, Option 3 does not seem to offer as much flexibility as options 1 and 2.
Design - Negative	Option 3	Option 3 I understand has limited access to the M42 which I can't see would be practical or cost effective for future needs
Design - Negative	Option 3	The proposed Junction which forms part of Option 3 is located further north on the M42, closer to the existing Junction 6. As a consequence, it can only be a limited movement Junction as there is insufficient space to safely accommodate traffic leaving or entering the new Junction to or from the north. An Option 3 Junction will therefore serve significantly fewer vehicles than were it to be an all movements Junction. The economic benefits are significantly reduced and the Junction would not provide the added resilience needed to keep this key part of the Network flowing when incidents occur and/or provide optimum support for future economic growth.
Design - Negative	Option 3	We do not support Option 3.
Design - Negative	Option 3	Option 3 shares the same drawbacks and there are in our view also other significant deficiencies with Option 3 relating to facilitating economic growth.
Design - Negative	Option 3	Compared to Options 1 and 2, Option 3 appears to offer limited opportunity for further enhancement at a point in the future as pressure within this area inevitably grows. As such we do not support this option being developed further.
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Theme	SubTheme	Comments
Design - Negative	Option 3	Option 3 shares the same drawbacks and additionally would likely conflict with the delivery of the possible MSA which can meet another important infrastructure need on this part of the national motorway network. The MSA would also be a useful component compatible with Economic Gateway uses. There is sense in designing any new junction on this stretch of the M42 to meet all known requirements. If different locations are competing for a new junction it is likely to mean that not all requirements (resolution of J6 capacity and need for additional MSA facilities) will be satisfied.
Design - Negative	Option 3	Option 3: Is the shortest of the routes, and has the benefit of leaving the land between Solihull Road and Shadowbrook Lane unaffected. However, there is great concern that whilst Bickenhill village is still severely impacted the south-bound flyover across the M42 will bring it close to, and visible from, Old Station Road with consequent additional traffic noise and light pollution for residents already badly affected by M42 and A45 corridor noise. The impact of such a large concrete structure on the landscape will be considerable.
Design - Negative	Option 3	Option 3: Is the shortest of the routes, and has the benefit of leaving the land between Solihull Road and Shadowbrook Lane unaffected. However, there is concern that whilst Bickenhill village is still severely impacted the south-bound flyover across the M42 will bring it close to, and visible from, Old Station Road with consequent additional traffic noise and pollution for residents already badly affected by M42 and A45 corridor traffic.
Design - Negative	Option 3	No - too tight and doesn't spread the load
Design - Negative	Option 3	Option 3 is the least attractive option to us with the limited resilience due to the restricted nature of the proposed southern junction and it having the least benefit in terms of ability to support further local and wider area development.
Design - Negative	Option 3	Based on the plans provided, this option would have the greatest impact on National Grid's overhead lines. It would have the same impact on tower ZF115 as option 1 and 2 that could most likely be mitigated. However, the proposed interchange would impact on tower ZF121 which would need to be moved to allow this option to be taken forward. To move the overhead line away from the proposed interchange would require two new towers.
Design - Negative	Option 3	Option 3 junction would be too close to existing J6 slip roads.
Design - Negative	Option 3	The southern junction at option 3 would not take enough traffic away from junction 6 as it would not assist with traffic coming from / going to the east on the A45 (including new HS2 traffic).
Design - Negative	Option 3	I have two main concerns about Option 3. One is that unlike options 1 and 2, it does not serve as a full-access "escape route" from Clock Interchange. Part of the reason that the Junction 6 area ends up congested is that drivers aim to find an exit that takes them in the direction they want to go, when traffic would be cleared faster by simply allowing drivers to go in any direction. If the new link road lead to a junction that was full-access at each end – like it does in options 1 and 2 – it would effectively make the junction 6 complex into a "magic gyratory", allowing traffic to disperse in any direction and yet still reach its intended destination. My other concern is to do with the placement of slip roads between junctions 5 and 6 of the M42. Currently, there's just about room for one more full-access junction in the area. Adding a junction there for the new link road, like in options 1 and 2, would not serve as an obstacle to future development because the junction could be reused for the development in question. However, adding slip roads closer to junction 6, like option 3 does, would effectively make it impossible to safely add any motorway exits in the junction 5 to junction 6 section, thus making any further improvements considerably more expensive. (This is especially important due to the proposals for a motorway service area in this general section of the motorway.)
Design - Negative	Option 3	I do not support Option 3 - it will not be resilient and does not support further development in this area.

Theme	SubTheme	Comments
Design - Negative	Safety	As with all 'rat runs', speed through the village and in particular along Lugtrout Lane, is another concern as once commuters 'escape' the monotony of queuing on the motorway and find a less jammed road their foot naturally hits the accelerator – to the detriment of the residents and families living around here. As parents of two young children the road is already busy enough (with the strains already placed on it from Jaguar Land Rover) that any more traffic would cause a real hazard as they mature in age and want to be more independent walking to friend's houses in the locality for instance. The hidden kerbs along Lugtrout Lane are so well hidden that one day there is a real possibility that someone speeding along the road to avoid M42 congestion (unfamiliar with the road, following a Sat Nav) will hit one of these kerbs with devastating consequences for all involved.
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Design - Negative	Safety	I have current concerns for road safety as the recent changes involving the slip road from the M42 to the A45 westbound as direct access for the airport is already resulting in lots of traffic changing lanes at speed in a relatively short distance.(Traffic that is not heading for the airport and moving onto the A45). I feel that the free flow slip road could be better utilised and with a different design and layout where it joins the A45 westbound could result in more traffic passing through junction 6.
Design - Negative	Safety	Comment on theme 4 - Interchange: 1. too complex 2. joinng A45 on bend? NO!!!
Design - Negative	Structures	Where new structures are required (new bridges etc.) - they should be designed so as to minimise their visual impact from local settlements. This is particularly relevant to Option 3 .
Design - Neutral	Discounted Northern theme	The fourth proposal however proposes a new junction north of and linked to junction 6, next to the NEC and parallel with the planned HS2 station. This plan (Theme 5) offers a solution that meets both UK Central / HS2's needs and protects the Green Belt south of the A45. It is however not offered as an Option in the public questionnaire so support for it cannot be expressed by completing that.
Design - Neutral	Discounted Northern theme	Highways England advised at local exhibitions that UK Central submitted to it a proposal for a new junction north of Junction 6. The 'Theme 5' Northern Junction is based on that. The booklet says it is 'within budget' but is discounted for two main reasons: because it would 'clash with HS2 structures', and would be too close to M42 Junction 7.
Design - Neutral	Discounted Northern theme	The 'Theme 5' Northern Junction would have connecting roads into the NEC to the west, to the HS2 station to the east, and over HS2 to the A452 Chester Road and A446 to Coleshill. It would take these traffic flows off the existing Junction 6. Furthermore, it would make possible a Motorway Service Area on the east side of HS2, on land which would otherwise probably be used for car parking for HS2 and the NEC.
Design - Neutral	Discounted Northern theme	A further and detailed development of the 'Theme 5' Northern Junction, and variants of it, is recommended. Further public consultation should be held when this work has been carried out.

Theme	SubTheme	Comments
Design - Neutral	Discounted Northern theme	We have revisited Theme 5, the northern option, in order to establish whether it is technically feasible. Clearly any junction north of the A45 would prevent incursion into the Green Belt and the fragile Meriden Gap. It would also provide a solution to the need to link the Airport, NEC and HS2 Interchange with direct access off the M42 thereby avoiding complications at the Clock Junction. However, we understand that junction weaving distances would be seriously compromised, and engineering difficulties associated with the HS2 over-bridge effectively rule this option out, which we regret.
Design - Neutral	Discounted Northern theme	Comment on theme 5 - Northern junction: Still need to ease northbound traffic flows!
Design - Neutral	Free flow links	In association with either of the three options proposed by Highways England it is stated that there is the potential to maximise the improvement at M42 junction 6 by providing dedicated free flow left turns on the northern, eastern (adjacent to the National Motorcycle Museum) and western approaches. It should be noted that further design, discussion and traffic modelling would be required to determine the benefits of each link before being provided.
Design - Neutral	Free flow links	We are also concerned over the access to A45 Eastbound free running link near the NEC as there are 3 key routes already merging and diverging in this area (A45 E, traffic exiting the Airport & Clock Interchange). We would request that you consider moving the existing gas governor on the A45 E during the preliminary design phase, as this would provide an increase in road width at this pinch-point location. The free running lane may only be suitable for traffic from the Clock Interchange to M42 North as traffic from the other 2 key routes may not be able to access the link safely.
Design - Neutral	Free flow links	We advise that the Free Flow Link at the National Motorcycle Museum (NMM) needs to have either an alternative access for the NMM or be signal controlled as traffic leaving the NMM can have a significant impact on the junction. We have been in dialogue with the NMM and understand that they are reviewing the Highways England proposals with their planning and transport consultants and will provide a detailed response.
Design - Neutral	Free flow links	We also consider that it may also be difficult to sign the lanes on the gantry for the Free Flow Link on the North Eastern corner. At the existing Northbound off slip, we have observed that there is only one right lane from M42 N for Coventry and this could be improved with two lanes for vehicles turning right.
Design - Neutral	Free flow links	We have no view regarding the inclusion of the optional free flow left turns links at the existing M42 Junction 6.
Design - Neutral	Free flow links	A key point mentioned for the need to improve the junction is the movement of traffic. I don't believe it is sensible to maintain traffic lights on the roundabout at junction 6 or certainly as many as there are. A free flow left turn from the A45 to the resorts world complex would free up some capacity on the junction at peak times, weekends and evenings(for concerts and shows) but traffic lights for those exiting resorts world I feel are unnecessary. If removed it would improve the flow of traffic accessing the M42 north.
Design - Neutral	Free flow links	North East - needs to come off M42 as early as possible (even if pinching the current hard shoulder) to avoid backing up towards the junction
Design - Neutral	Free flow links	North West - This slip road would need to be widened, currently a bottleneck 2 lanes pinchpoint
Design - Neutral	Free flow links	North West - is there an opportunity to also feed in directly from the NEC? (like on M42 towards Tamworth)
Design - Neutral	Free flow links	South East - Surely best solution for NMM is for entrance only from the island with exit to the rear onto slip road for westbound and under A45 for eastbound therefore no need for slip road to pass underneath. Hashed lines to allow exit from NMM?

Theme	SubTheme	Comments
Design - Neutral	Free flow links	The proposal refers to "optional" free-flow left turns. I suspect that adopting free-flow left turns would on its own be the simplest and most cost-effective part of the proposed enhancements and should not be considered as "optional".
Design - Neutral	Free flow links	It's also worth considering the possibility of adding freeflow to the plans for the movements in which it's possible to do so safely and cheaply. There are already some freeflow lefts planned at the current location of M42 J6. However, M42 northbound to A45 westbound is a movement which doesn't currently have a (safely usable) freeflow, and for which the new plans would allow one to be added. This would require a freeflow left turn from the M42 onto the new link road (which is inherent in Option 3 and should be easily achievable in Options 1 and 2), and another freeflow left turn from the M42 to the A45 (this should be at Clock Interchange itself, basically by placing a lane slightly segregated from the roundabout, rather than around the outside of the interchange like is shown in the Option 3 plans). These don't have to be full-speed freeflows; a single lane intended to be taken at around 30mph would be sufficient to keep the traffic flows separated (and could easily be done by running it as a "lane of the roundabout" but with a small barrier physically separating it). It might not be necessary to freeflow the local junction to Bickenhill in between (as not much traffic is likely to use it, and roundabouts flow freely when only two of the exits are being used), but it's worth considering whether other junction designs (e.g. compact grade-separated or LILO) would work at that location, in order to not interfere with strategic traffic using the link road.
Design - Neutral	Free flow links	Whichever Option is chosen, the scheme should make maximum use of free flow lanes and dedicated / segregated lanes. The overarching objective should be to keep traffic off the roundabout and facilitate safe joining / leaving of the M42. Also, to reduce the need to merge with traffic on the motorway and roundabouts. It is the merging that causes accidents, especially with people who are not regular users and are not familiar with the road layout coming to the clock interchange to travel to the airport and the NEC.
Design - Neutral	Impact of future developments	I am interested on how this impacts on local people and on the service station proposal
Design - Neutral	Impact of future developments	What about the roads that will need developing for HS2?
Design - Neutral	Impact of future developments	More joined up thinking for the whole airport/station/NEC/HS2 interchange complex north of the A45 is needed. Sorting out M42 junction 6 is only part of what will be needed
Design - Neutral	Impact of future developments	Motorway service station proposals need to be joined up with this development
Design - Neutral	Impact of future developments	The designs need to be 'future-proofed' - to ensure that they do not disadvantage future expansion of businesses such as NEC, Birmingham Airport and JLR. Highways England should consider the scheme as a first stage in improving reliability on this corridor, and therefore future proof the new junction to allow capacity improvements on the M42 if required.
Design - Neutral	Impact of future developments	What are the underlying assumptions for the growth in the area not only for the Airport but also the other major proposals that are likely to come forward. How do the proposed schemes respond to these?
Design - Neutral	Impact of future developments	No details of the southern junction are provided. On the basis that there could be substantial growth in the area, the arrangements should ensure that even if the local infrastructure is not provided, the southern junction can cater for the future growth and any connections that may be necessary. It would not be in the best interests of major local businesses if the southern junction was not provided in such a way so as to meet future growth as any upgrades at a future date are likely to be disruptive to the operation of the network and could therefore affect local businesses.

Theme	SubTheme	Comments
Design - Neutral	Impact of future developments	The M42 Junction 6 Solution should therefore, in accordance with regional policies, ensure that road access to the Airport is enhanced to support its future growth and ensure that the huge benefits it brings to the regional and national economy are realised.
Design - Neutral	Impact of future developments	We would also like to see modelling results showing links and connectivity into existing and major new growth areas with assumptions applied to establish not only how on line Highways England networks are performing but also other key parts.
Design - Neutral	Impact of future developments	Whilst a new southern junction will ease congestion and capacity issues in the short term, this alone will not create infrastructure for growth and any gains will quickly be eroded by HS2's use of the junction.
Design - Neutral	Impact of future developments	Coventry and Warwickshire have been leading work to look at the potential for the phased development of a new A46 link between the A46 Stoneleigh junction and either the A45 or A452 in Solihull. We recommend that Highways England are asked to note and consider any broad implications that this work may have on the proposed improvements to Junction 6.
Design - Neutral	Impact of future developments	Coventry and Warwickshire have been leading work to look at the potential for the phased development of a link between the A46 Stoneleigh junction and either the A45 or A452 in the Borough. Whilst the initial phase is well into the planning stage, the proposal for a phase that would extend the link into Solihull Borough is only exploratory. Despite the uncertainty at this time it is nevertheless recommended that you note and consider any broad implications that this exploratory work may have on the proposed improvements to junction 6.
Design - Neutral	Impact of future developments	Whilst the MSA application does not have planning consent, there is a need to consider the potential relationship between these two Motorway related infrastructure projects and the cumulative benefits and cumulative impacts which may result from the different options under consideration. For example, as noted in paragraph 4.18 below, Solihull Council are aware (as set out in the Report to Cabinet dated 12 January 2017) that "if there is not a MSA in this area then HE may not need 4 arms at the southern junction and HE would need to consider the need for the north facing slips further in order to identify an economic benefit. Officers consider that their inclusion would give more resilience to the network".
Design - Neutral	Impact of future developments	Whilst the MSA application has yet to be determined, the existence of the application is a material factor that should be taken into account in identifying the 'preferred option'.
Design - Neutral	Impact of future developments	As will be evident from the preceding sections, two of the four aims which underpin the proposed Junction 6 improvement options are shared with the MSA (Catherine de Barnes) proposals, namely to: • Promote safe and reliable operation of the wider corridor and • Support future economic growth. The Junction 6 improvement options are inextricably linked in terms of both cumulative impacts and cumulative benefits, with the proposals for the MSA at Catherine de Barnes.
Design - Neutral	Impact of future developments	When identifying the location for the proposed new MSA Junction a number of factors were taken into account. These included: • road safety (in particular weaving distances for vehicles leaving and re-joining the Motorway carriageway); • minimising the impact of new infrastructure on the Green Belt; • minimising the impacts on a Grade II* Listed Building (Walford Hall Farm) located south of Solihull Road; • ensuring no connection with the local road network; • delivering a simple 'on-line' and easy to use access for motorists (drivers will not use a MSA which is not easy to access); and • provision of an all movements Junction (MSAs serve existing Motorway traffic and as such drivers must be able to continue their journey after a visit or the MSA will not be used).

Theme	SubTheme	Comments
Design - Neutral	Impact of future developments	There are three key benefits of a 'shared' Junction solution which need to be factored into the planning balance by SMBC. These are: □ Reduced impact on the Green Belt (when compared to a separate MSA and a separate Junction solution); □ Added resilience through the delivery of an all movements Junction; and □ Time and cost savings (as a result of the road safety work undertaken and the ability to construct a Junction that will require only minor changes to accommodate the additional traffic).
Design - Neutral	Impact of future developments	The proposed MSA at Catherine de Barnes between existing Junctions 5 and 6 now needs to be factored into the identification of the 'preferred option'. This can best be done when there is greater certainty with regard to the intended determination of the current aforementioned MSA planning application by Solihull MBC as Local Planning Authority.
Design - Neutral	Impact of future developments	Development to 2020 Jaguar Land Rover have recently submitted a planning application for a new Logistics Operation Centre (LOC) to be located on Damson Parkway. The objective of this proposal is to bring the current logistics functions that currently occur off site onto one site located adjacent to the main plant. A comprehensive Transport Assessment has been submitted with the planning application and this sets out the change in transport demand as a result of the proposed LOC. With respect to HGV movements, the LOC will not affect the level of movement through M42 junction 6, however, will affect how goods vehicles access the plant. As set out earlier, there are an average of 1,000 supplier deliveries per day to the Solihull plant, equating to 2,000 trips. The distribution of these trips may change as follows: • 5% arrive and depart the plant via the A45 (W) and therefore do not go via M42 junction 6. • 40% are to and from the M42 (S), which equates to 800 trips per day. • 55% are to and from M42 (N). This equates to 1,100 trips per day.

Theme	SubTheme	Comments
Design - Neutral	Impact of future developments	Possible Development 2020 Onwards It is being promoted by Solihull MBC that the area near M42 junction 6 is identified as a growth area known as UK Central. The masterplan for UK Central establishes the high level growth aspirations and the need to provide appropriate infrastructure. The key contributors to this growth are HS2, further expansion of Birmingham Airport, further developments at the National Exhibition Centre (NEC), expansion of Birmingham Business Park as well as Jaguar Land Rover. These growth aspirations will inevitably put further pressure on the local and strategic road networks and have a considerable impact at M42 junction 6. We are presently undertaking assessments to ascertain the longer term development which could occur in order to meet business requirements. To support this, in addition to the LOC, Solihull's draft consultation Local Plan seeks to allocate further land that is currently within the green belt for development (ref Policy PI UK Central Hub Area). Specifically, the Council are proposing to support Jaguar Land Rover to further its success and to continue to evolve and expand the existing operations. As such, the Council are proposing to release land from the Green Belt to the north east of the current plant and this land will be protected for Jaguar Land Rover operational needs if required. These growth aspirations will inevitably put further pressure on the local and strategic road networks and have a considerable impact at M42 junction 6. It is therefore vital that Highways England have designed a set of scheme options which meets not only committed development but then does not become a barrier to longer term growth associated with Jaguar Land Rover. Highways England need to ensure that early phases of UK Central development does not quickly use up additional capacity created by any implemented scheme which leads to the need for further enhancements.
Design - Neutral	Impact of future developments	We would like to protect the potential to provide a new east - west link from the new link road to Damson Parkway. This would underpin the UK Central Growth Strategy and the emerging land allocations to the south of the A45 in the consultation Local Plan. A new east-west link would relieve traffic at Clock Interchange and at the junction of A45 with Damson Parkway whilst providing additional highway network resilience and capability should an incident occur on the adjacent highways such as the A45
Design - Neutral	Impact of future developments	As you may be aware, we are currently developing proposals for a major piece of infrastructure known as the A46 Link Road, which has recently secured Large Local Major Scheme funding from DfT. The Scheme aims to provide enhanced connectivity between the Coventry and Warwickshire sub-region, the HS2 Interchange and wider UK Central area via either the A45 or A452, and has the potential to provide a complementary role to the proposed M42 Junction 6 improvements by allowing certain trips to re-route away from the M40/M42. Both schemes have the potential however to impact on the A45/A452 Stonebridge junction and therefore we would suggest that a joint piece of work is undertaken by Highways England, Coventry City Council and Warwickshire County Council to consider the cumulative implications for this part of the network.
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Design - Neutral	Impact of future developments	In order to ensure flexibility is woven into the preferred design, it is important that the proposed southern junction is capable of being upgraded at a point in time to accommodate an eastern spur to enable access into the UK Central Hub/HS2 Interchange. In addition this provision would deliver enhanced network resilience for the Region.
Design - Neutral	Impact of future developments	Has the future impact of HS2 station been fully analysed?
Design - Neutral	Impact of future developments	I'd like to see how the proposed HS2 development will affect the junction or what other plans are in place for that wider area. Whilst I believe this scheme will help I can't help but think a stretch of the a45 will need widening if the area around HS2 continues to develop in the future.
Design - Neutral	Impact of future developments	As the consultation team will no doubt be aware, a significant number of vehicular movements on the A45 and J6 are generated and associated with Jaguar Land Rover at Damson Parkway. JLR is a major employer in the area and indeed the region, and it is clear that they have aspirations to increase operations at the Damson Parkway plant. An application is current in before Solihull MBC for a major logistics centre. This, plus other recent and future developments, will only increase traffic flows coming to and from the site. Furthermore, Solihull MBC is proposing (through the draft Local Plan) to allocate further land for employment development along Damson Parkway. The Damson Parkway/A45 junction already experiences very heavy congestion at certain times of the day, which is only going to get worse once the planned developments along Damson Parkway come to fruition. Once the traffic gets through this junction, it then adds to the volume of traffic already on the A45.
Design - Neutral	Local road network	I hope the congestion problems in Marston Green will not be increased by any of these schemes
Design - Neutral	Local road network	Having lived on Catherine de Barnes Lane for forty years we have only had problems at the M42 junction when there are any concerts/horse shows/dog shows and caravan shows are taking place
Design - Neutral	Local road network	With the previous point in mind Highways England need to ensure that designs at M42 J6, and across their network, take into account public transport proposals being brought forward by Transport for West Midlands (TfWM) and Local Authorities.
Design - Neutral	Local road network	HE propose to tie the new western link road in to the A45 and Clock Interchange. No detail on how the proposed western link road would connect into the Airport and Clock Interchange are provided. Clock Interchange and the connecting network of roundabouts do frequently 'lock-up' causing substantial issues not just for airport users but the entire network. Additionally, the A45 itself has a complex arrangement of on- and off- links and whilst providing the linkages to the A45 is welcomed, the deliverability and impact of these needs to be carefully considered. Ensuring that the local connectivity is fully developed in co-ordination with the junction proposals and in liaison with the key stakeholders will be critical particularly as the proposals could increase pressure on this part of the network.

Theme	SubTheme	Comments
Design - Neutral	Local road network	Need to be clearer re north of the junction. SMBC has narrowed key roads to single lanes and the A452 with HS2 needs a few assuring answers eg the Bham Business Park gets blocked in at busy times. Exits free flowing to the M6 from the NEC directly would certainly solve a lot of congestion and utter frustration
Design - Neutral	Local road network	We work closely with HE today through our partnership agreement, to manage the peak event traffic flows. The ability to switch traffic between different entry points by the use of motorway variable message signs, is critical to the success of the operation and must be maintained within the options going forward. The ability to disperse these vehicles onto the strategic road network, again using different routing and egress strategies, is equally important.. It is therefore critical that the chosen scheme and any other related infrastructure changes in the locality, maintain this flexibility and different routing options, whilst increasing capacity and reliability. Any additional routing options, that add to this flexibility, would be welcomed.
Design - Neutral	Local road network	You have acknowledged that connecting a new link from the motorway to Clock Interchange will require significant works to Clock Interchange, the A45 and access to the M42 Junction 6, in order to ensure the safe and efficient use of the network. The extent of this work will need to be identified in the preliminary design. We welcome your offer to work closely with your team to discuss these preliminary designs.
Design - Neutral	Local road network	We recommend that you consider a free running lane on to the A45 West – either at the Clock interchange or a free running lane through the former Clock Public House land. We would request that you consider this in the preliminary design.
Design - Neutral	Local road network	It may also be beneficial for A45 East traffic, and traffic leaving the Airport, to access the new dual carriageway in a more efficient way by increasing the lanes over the roundabout of Clock Interchange or redesigning this junction. We welcome your offer to work closely with your team to discuss these preliminary designs.
Design - Neutral	Local road network	Stonebridge Island - We observe that the Stonebridge Island junction (junction of A45 part-trunk road and A452 part-trunk road and other non-trunk major road links) serves both local and national travel needs but are regularly under stress to the detriment and cost of local businesses. We wish to record our view that this junction should come within the ambit of the M42 Junction 6 improvement scheme assessment , with provision for improvements (above and beyond any HS2 'nil-detriment' or other works) as appropriate to the M42 scheme Design Year traffic and normal accepted performance parameters.
Design - Neutral	Local road network	Stonebridge Island - We observe that the Stonebridge Island junction (junction of A45 part-trunk road and A452 part-trunk road and other non-trunk major road links) serves both local and national travel needs but are regularly under stress to the detriment and cost of local businesses. We wish to record our view that this junction should come within the ambit of the M42 Junction 6 improvement scheme assessment , with provision for improvements (above and beyond any HS2 'nil-detriment' or other works) as appropriate to the M42 scheme Design Year traffic and normal accepted performance parameters.
Design - Neutral	Local road network	We also feel that the areas local roads will play a significant role in ever-increasing motorway disruptions/diversions. Impacts of probable/potential future developments should be tested to ensure that consequent upgrades can be 'bolted on' rather than require wholesale redesign (we offer M40 Junction 10 improvements history as an example of works short-sightedness).
Design - Neutral	Local road network	We also feel that the areas local roads will play a significant role in ever-increasing motorway disruptions/diversions. Impacts of probable/potential future developments should be tested to ensure that consequent upgrades can be 'bolted on' rather than require wholesale redesign (we offer M40 Junction 10 improvements history as an example of works short-sightedness).

Theme	SubTheme	Comments
Design - Neutral	Local road network	It is suggested that any improvement or new junction to provide relief at junction 6 should also take into account the wider implications on the A45 corridor. This includes the Clock Interchange and the junction of Damson Parkway with A45. It is recognised that both these junctions are not under the jurisdiction of Highways England and are under the control of Solihull, but any proposals for M42 junction 6 will have a direct impact on these junctions and therefore should be considered as part of the scheme.
Design - Neutral	Local road network	Any improvement at M42 junction 6 will need to consider, as a minimum, the Clock Interchange. Under Options 1and 2, with an all movement junction to the south of junction 6, northbound traffic heading to the A45 (W) and the NEC is likely to use the new junction and would arrive at a new southern approach at the Clock Interchange. Whilst the westbound traffic on the A45 at the Clock Interchange would be lower, the introduction of a link from the south will create additional turning conflicts at this junction. This could be seen as displacing the existing conflicts at M42 ju nction 6 to the Clock Interchange and therefore the operation and layout of the Clock Interchange is integral to the overall scheme.
Design - Neutral	Local road network	The junction of Damson Parkway with the A45 is the main route to and from Jaguar Land Rover Solihull for goods vehicles. This junction currently operates close to capacity at peak times and, like junction 6, will come under increased stress with the development aspirations associated with UK Central. As such, it understood that Solihull MBC have started to consider potential improvements at this junction.
Design - Neutral	Local road network	The design standards of the link road between the M42 and the Clock Interchange for any of the three Options needs to be ascertained. The route will need to be as direct as possible with minimal junctions to encourage traffic to use this route. The design standards will be dependent on who will adopt the link road in the future.
Design - Neutral	Local road network	Clock Interchange still has major potential for bottleneck. Major "crossroads" for local traffic
Design - Neutral	Local road network	Comparison of options comment - Accessibility to local road network - keep local roads clearer - freeflow better
Design - Neutral	Local road network	If the link road to Catherine de Barnes Lane is omitted, would it be possible to adopt a road configuration at the Clock Interchange end of the route to the new M42 junction in options 2 & 3 that is more akin to option 1, and omit the proposed new roundabout?
Design - Neutral	Location/general design	Think about the long term. Options proposed take traffic away from M42 J6 however - and radical - spend the money, construct option 1 and theme 4. It will happen some day!
Design - Neutral	Location/general design	There must be no possibility of any link or connection between the new junction and Solihull Road. The whole consultation process takes far too long. With a project completion date of 2023 the scheme may already be obsolete - just like HS2
Design - Neutral	Location/general design	A key issue is network resilience. The existing M42 J6 has been ‘locking-up’ on a more regular basis and the lack of resilience and alternative routes in the network can cause gridlock and direct impacts on the surrounding businesses. The southern junction proposals would appear to improve the resilience of the network although it is noted that no eastern link is now proposed as was considered in the earlier proposals. The eastern link would provide resilience by providing a route for traffic destined for HS2, the A452 corridor, UKC and the A45 eastbound and it is unclear why this is not included. It would appear that this is replaced with the optional improvements to the existing junction although, as noted, if there is an issue on the existing junction, this resilience is no longer in place. We would recommend consideration of maintaining improved connectivity to the east to provide and enhance network resilience.
Design - Neutral	Location/general design	The consultation booklet shows four other alternatives (called Themes) listed as 'considered and discounted'. Two of these involve more link roads south of A45, and one would make Junction 6 a 'free-flow' junction with 4/5 levels. Themes 1 and 2 would be as damaging to the Green Belt as Options 1 and 2, if not more so. Theme 4 looks very costly and may be impracticable.

Theme	SubTheme	Comments
Design - Neutral	Location/general design	Highways England does not provide MSAs, which are developed by the private sector. At present both MSA proposals (Catherine de Barnes and Monkspath) are being promoted on Green Belt land and not on land identified as suitable for an MSA in the Local Plan. While there is no land identified as a suitable site for an MSA in the adopted Solihull Local Plan 2013, the Local Plan Review is able to identify a location if the Solihull Council wish to do so.
Design - Neutral	Location/general design	Highways England has been asked for sketch drawings of the various versions of a Northern Junction, and also for the plan that UK Central submitted to HE for such a junction. When these are received and have been studied, it is hoped that further submissions on the alternatives can be accepted.
Design - Neutral	Location/general design	We consider improvements to the existing Junction 6 to be an essential part of the scheme, not a 'possible further enhancement'.
Design - Neutral	Location/general design	A factor not mentioned in the assessment of the options is 'driver behaviour'. Ease of access and the avoidance of unnecessary Junctions with the local road network are key factors in terms of the levels of usage. Applying the same principles to these Options would suggest that in terms of driver behaviour, Option 1 would perform the best.
Design - Neutral	Location/general design	Other impacts which need to be considered include: □ The ability of the selected Option to meet the needs of the nationally and regionally significant businesses located close by, whose future success depends upon the selection of an option which provides the greatest levels of accessibility required for their future needs. Option 1, with its free flow links and route to the west of Bickenhill provides the best fit.
Design - Neutral	Location/general design	Maybe have separated queues for work commuters to nec visitors. If a large exhibition or concert is on commute can take up to an hour longer!
Design - Neutral	Location/general design	Plans are not clear where road access to HS2 station would be. Is it possible to re-arrange access to National Motorcycle Museum and remove direct access from J6 roundabout? Would M42 be changed to permanent all-lane running in this area? It should be!
Design - Neutral	Location/general design	Opening the bus lane at the rear end of Birmingham International Railway could also further relieve traffic.

Theme	SubTheme	Comments
Design - Neutral	Location/general design	I think something that needs much more attention paid to it is left turns from the M42 northbound towards roads to the west, at the current junction 6 location. This location isn't really considered in detail to the plans, but what happens there may be very important. Currently, there's a filter lane for these turns. It was recently rerouted to go only to the airport, presumably for safety reasons. I agree with that change (which was apparently done by Solihull council rather than Highways England); there's not enough space for it to be able to cross traffic going from the A45 westbound to the airport safely, and thus traffic from the filter lanes needs to be forced to go to the leftmost destination (i.e. the airport). The current plans include the creation of a new link road from the M42 to the vicinty of the airport. This would approximately duplicate the filter lane. I can see two main possibilities here: a) One possibility is to close the filter lane (ideally in a reversible way, e.g. via the use of concrete blocks). If traffic to the airport is directed to use the new link road, then it's impossible to make use of the filter lane in a way that's both safe and consequential. Closing it would therefore help to avoid accidents. b) The other possibility would be to use the filter lane as the official route from the M42 to the airport (using the new link road northbound as a route from the M42 to the A45 west, station, and the NEC; it would also handle traffic that was coming back from the airport to the M42 southbound). In this situation, there would be no reason to build a filter lane from the new link road to the airport, and thus it would be a little cheaper to build and maintain (as such a filter lane would have to be awkwardly placed in mid-air)
Design - Neutral	Location/general design	Has tunneling of proposed new link road been considered?
Design - Neutral	Location/general design	There should also be access sliproads just to join the motorway at north of NEC (between 6 and 7. A442/ A446). So a northbound join and southbound (but no exit). The traffic island and infrastructure already exists here to make this possible and is a small addition to achieve better nothern traffic flow. Also see notes about roundabout at catherine de barnes. Change to a fly over with entrance/ exit slip roads. No roundabout would necessarily be required. Or mini islands either side.
Design - Neutral	Location/general design	I would advocate the use of a trumpet interchange. This has the benefits of being a single bridge solution and does not have a major land take, whilst providing free-flow movements in all directions. Similarly, a design like M56 J5 could be used - which solely serves Manchester Airport. Once again, I reiterate a fully free-flow interchange must be used if the scheme is to be effective in the long term.
Design - Neutral	Location/general design	I believe it would be better to provide additional freeflow movements at J6, providing a long term improvement. For instance, option 3 could be extended to freeflow to/from the A45, in addition to its connection to Clock interchange. Alternatively, semi-directional connectors could be provided on a fourth level above the J6 roundabout, similar to one of the options for the current M25 J10 Wisley consultation. The most promising movements for this configuration would be M42 southbound to A45 westbound/Clock interchange and M42 northbound to A45 eastbound. This would remove the need for new roundabouts that are likely themselves to become congestion and safety blackspots in the medium term.
Design - Neutral	Location/general design	The solution must enable traffic to get out of the station without mixing with traffic queuing for the M42 j6. There needs to be an underpass or equivalent so cars leaving the station can get away freely. At the moment there are too many pinchpoints and only one way out of the station.

Theme	SubTheme	Comments
Design - Neutral	NMUs	All designs will have a significant impact on the Green Belt and local communities, including sustainable access to jobs and amenities at UKC. At this stage of development we understand that there are no details regarding provision for non-motorised users, however as the designs progress there are opportunities to: o complete gaps and connect to existing cycle routes (Bickenhill Lane to Solihull) o link to, and provide, new cycle routes (Birmingham Cycle Revolution A45 and the HS2 Cycleway) o provide crossing points for pedestrians and cyclists where routes are severed by new roads
Design - Neutral	NMUs	Also, from a business point of view, the guests who stay in Bickenhill need to be able to gain access to the NEC, Airport and Train Station on foot. This is currently not easy because they have to follow the same route as the traffic which can be quite hazardous. If the changes to the road network are forced to go ahead then the creation of a footpath to allow easy access to the clock interchange, Airport, Train station and subsequently the NEC would also be required.
Design - Neutral	NMUs	Also, from a business point of view, the guests who stay in Bickenhill need to be able to gain access to the NEC, Airport and Train Station on foot. This is currently not easy because they have to follow the same route as the traffic which can be quite hazardous. If the changes to the road network are forced to go ahead then the creation of a footpath to allow easy access to the clock interchange, Airport, Train station and subsequently the NEC would also be required.
Design - Neutral	NMUs	There are also a substantially large number of horses kept in Bickenhill and, due to the traffic on the main Catherine-de-Banes Road, we already feel cut off from the bridleways and footpaths in the local area. We were advised at the consultation that the new Catherine-de-Barnes Road would be quieter once the dual carriageway is in place but our concerns are that people may use that road when the dual carriage is either busy or when there is a traffic jam. We need more bridleways that are safe and preferably away from cars to allow horse riders to enjoy what countryside we have left.
Design - Neutral	NMUs	There are also a substantially large number of horses kept in Bickenhill and, due to the traffic on the main Catherine-de-Banes Road, we already feel cut off from the bridleways and footpaths in the local area. We were advised at the consultation that the new Catherine-de-Barnes Road would be quieter once the dual carriageway is in place but our concerns are that people may use that road when the dual carriage is either busy or when there is a traffic jam. We need more bridleways that are safe and preferably away from cars to allow horse riders to enjoy what countryside we have left.
Design - Neutral	NMUs	Will these 3 proposals provide safe routes for cyclists ? - the current new road around the Airport extension has a very good cycle route, as does Birmingham business park . There are links through to Solihull as well,
Design - Neutral	Option 1	Road could be laid more north west at Clock interchange (option 1) away from Bickenhill and nearer end of runway
Design - Neutral	Option 1	Connection onto the local roads could be designed to minimise long distance traffic use of local roads whilst enabling access to the Clock Interchange.
Design - Neutral	Option 1	1. Signpost: Birmingham Airport/Birmingham A45 West/Jaguar Land Rover Incorporate services? 2. Spur to service Bham A45/JLR/proposed new industrial area 3. Birmingham Airport cargo. two way to M42 South (cost share JLR/SMBC)? therefore reducing potential bottleneck at Clock Island
Design - Neutral	Option 1	There has been talk of services being introduced on the M42 so maybe should be incorporated into the planning of the new proposed southern junction

Theme	SubTheme	Comments
Design - Neutral	Option 2	Option 2 This option, whilst also providing greater resilience, must again be coupled with the J6 free flow link works. Failure to do so does not create sufficient infrastructure to enable identified growth. The concerns in relation to Clock Island and adjacent roads mentioned above remain but the introduction of another island to the south of Clock Island will only serve to further restrict traffic flows.
Design - Neutral	Option 2	We are willing to discuss the merits of Option 2 with yourselves and are happy to assist and advise on some simple improvements that we believe could be made to make this the viable option. We look forward to hearing from you in due course.
Design - Neutral	Option 2	Options 2 and 3 would not preclude all future growth, but they would limit the potential. Option 2 has greater impact upon Bickenhill and less potential for direct connection to the area of economic development opportunity.
Design - Neutral	Safety	Safety of people, children in the road Also being able to sell houses
Design - Neutral	Safety	Another reason for implementing the free flow left turn would be to address current highway concerns. Recent works to widen the number of lanes on the approach to the Jct from the A45 has left a narrowing where the approach begins often resulting in traffic slowing and braking sharply to ensure they do not collide with traffic alongside.
Design - Positive	Discounted Northern theme	We support the removal of the northern junction from the remaining options and remain strong advocates of a fully functioning additional southern junction in addition to improvements at the existing junction 6
Design - Positive	Free flow links	It is essential that capacity improvements are delivered at the existing M42 J6 as part of the baseline scheme rather than as optional add on's. We therefore strongly support the introduction of the free flow lanes proposed at the junction to improve access to the surrounding businesses and developments, and request that they are included as an essential part of the preferred option. This will help with traffic management and resilience in advance of and during the development of HS2 and UK Central Hub; supporting inclusive economic growth in the area.
Design - Positive	Free flow links	We support the comments made at the consultation that the new road would be delivered offline in advance of works at J6 itself. This will help to mitigate any online works required at J6 as the free flow slips are constructed. We would reiterate that the free flow lanes should be an integral part of the preferred option and delivered scheme.
Design - Positive	Free flow links	We would also note that consultation documents suggest that the improvements to the existing J6 are considered optional. This is a worrying concern as without the inclusion of these improvements, the overall impact of the M42 J6 improvement scheme could be limited.
Design - Positive	Free flow links	The improvement proposals for the existing junction with free flow links must be an integral part of any options going forward and not be “optional” or “for a later date
Design - Positive	Free flow links	The primary issue, in our view, is how right turning traffic is catered for at J6. It is pleasing that the options proposed address this by increasing circulatory capacity through the introduction of free flow link lanes and the reduction of some of the movements with the introduction of the new junction. As outlined above, the free flow links must be integral to the project and not “options for a later date”. We should also flag at this stage the need to consider the impact of land take on the site. This should be minimised.

Theme	SubTheme	Comments
Design - Positive	Free flow links	We note that you propose some optional links on 3 corners of the existing junction: • North West corner (alongside the NEC); • North East corner (on to NEC Eastway); • South East corner (alongside the National Motorcycle Museum – NMM). These free flow links could effectively remove traffic from the circulatory by providing dedicated left turn links at these 3 corners and could increase benefits and reduce future congestion. As we understand, further traffic modelling is required to determine the benefits of each link.
Design - Positive	Free flow links	The whole point of these schemes as I see it regardless of junction 6 is to improve access on and off the M42 at the airport. Option 1 has a significant advantage by providing free flow links to the airport unlike to other 2 options, which will be needed if the airport expands in future
Design - Positive	Free flow links	We are also in favour of the free flowing left turns on Junction 6, however feel that if an access is to be made into the Arden Cross (HS2 Interchange Triangle site) that this entrance should be able to be accessed from Junction 6 junction and not just from the proposed dedicated free flow lane leading from the south bound M42.
Design - Positive	Free flow links	A similar free flow turn for traffic travelling from the A45 to the M42 south would be beneficial and although this would probably result in a new entrance needing to be created for the National Motorcycle museum further along the A45 feel that as many people struggle to find the entrance to the museum this would work in the favour of many reducing the likelihood of an accident.
Design - Positive	Free flow links	Improvement works to the junction as mentioned would be more than sufficient I think, making several key improvements aiding traffic flow, reducing congestion and improving safety.
Design - Positive	Free flow links	We believe it is important that the optional dedicated free flow lanes from Junction 6 form part of the first phase of the improvement plans and not, as indicated in the consultation, implemented post the completion of the project.
Design - Positive	Free flow links	It is understood that the consultation document proposes that the second free-flow left turn for traffic from the M42 south bound will be able to either continue onto East Way or enter the A45. As shown below in Figure 1 we believe this route option will serve all traffic entering the Bickenhill Interchange gyratory to exit eastbound and have the choice to exit to East Way or continue onto the A45.
Design - Positive	Free flow links	It has been stated that whichever option is taken forward providing dedicated free flow left turns as above would maximise the improvement at M42 Junction 6. We see the provision of the free flow left turns and the retention of the exit to East Way as an essential aspect of this scheme going forward. By including these links and removing significant traffic from the roundabout it would improve access to the HS2 and Arden Cross development sites and could create the impression of well working transport node in the area that is accessible and makes the locality attractive to road users.
Design - Positive	Impact of future developments	It is noted that all options should provide greater resilience for the Birmingham Motorway Box and improved access to UK Central Hub including the NEC, Birmingham Airport and Birmingham International Station, alongside the emerging HS2 interchange proposals. It is vital that inclusive growth at the UK Central Hub is not constrained by the supporting infrastructure .
Design - Positive	Impact of future developments	Work to harness the huge potential offered by UK Central and the arrival of HS2 is progressing at pace. The UK Central Urban Growth Company has been established, independently chaired by Nick Brown, which will shortly be publishing a Growth and Infrastructure Plan for the UKC Hub – an area that encompasses the national economic assets of Jaguar Land Rover, Birmingham Airport, National Exhibition Centre, Birmingham International Station and the High Speed 2 Interchange Station. There is on-going engagement between the UGC and Highways England and the Growth and Infrastructure Plan takes into account the options proposed in this consultation.

Theme	SubTheme	Comments
Design - Positive	Impact of future developments	One of the objectives of Solihull Connected is to enable businesses to connect more effectively with supply chains, key markets and strategic gateways, including Birmingham Airport, through improved strategic connections by road and rail. M42 Junction 6 is of national and regional importance and congestion here acts as a significant barrier to the growth potential of the UK Central Hub.
Design - Positive	Impact of future developments	It is no co-incidence that both Highways England and the proposed MSA have separately concluded that the location of the Junction, which forms the basis of Options 1 and 2, should be in the same position. This is simply because it is the best place to locate it.
Design - Positive	Impact of future developments	The MSA Junction provides for all movements and would continue to do so if it were shared'. The Junction associated with Option 3 will not (see section 2). The advantages associated with an 'all movements' Junction as part of the Junction 6 improvement scheme are simple – it will add significantly to the resilience of the Network. If an incident occurs at Junction 6 there is in effect a 'safety valve' available which could enable the traffic to keep moving (albeit more slowly) reducing the impact on key economic assets – a critical factor for those considering future investment at this location and an important objective for the Junction 6 improvement scheme.
Design - Positive	Impact of future developments	It is very clear from the above that when the cumulative impacts and cumulative benefits of the MSA and Junction 6 improvement options are considered together, a 'shared' Junction solution will result is clearly the better.
Design - Positive	Impact of future developments	We consider that the proposed MSA Junction can be 'shared' with traffic generated under both Options 1 and 2, with only minor alterations likely to be required. A 'shared' solution will bring significant cumulative benefits and a reduction in cumulative impacts. These include a reduced cumulative impact on the Green Belt, the delivery cost and time savings, and greater resilience to the Network as a result of an 'all movements' Junction.
Design - Positive	Impact of future developments	We therefore support the progression of a 'shared' Junction in the location proposed under both Options 1 or 2. Beyond the Junction, Extra considers that the route followed by Option 1 will have the least impact on the local area and will provide the greatest benefits for drivers.
Design - Positive	Impact of future developments	In the context of the Government's focus on the National Industrial Strategy, and the business plan for the Midlands Engine, the importance of facilitating and promoting growth within the Midlands, to improve connectivity, employment, innovation and investment have been recognised. Only this week, on 24 January 2017, in Parliamentary debate on the Midlands Engine, Mr Marcus Jones, Under Secretary of State for Communities and Local Government stated that the Midlands Engine is at the heart of the industrial strategy for Britain and noted that trade and investment is a key component of the Midlands Engine. Mr Jones emphasised the importance of Birmingham Airport to the region and the increased market which it now serves. This will grow with the arrival of HS2 and we should plan ahead to be ready to capture that opportunity early.
Design - Positive	Impact of future developments	We attended the public consultation event in Solihull on 11 January and gained a good understanding of the options from members of the Highways England team. It is noted that the Improvement Scheme options are primarily intended to remedy existing highway capacity and traffic flow problems which currently detrimentally affect the operations of Birmingham Airport and the National Exhibition Centre. Whilst we support this approach, we would suggest that the real opportunity is not just invest to fix a problem but also to look forwards and plan for future growth and facilitate Economic Gateway uses.
Design - Positive	Impact of future developments	We have been impressed that Highways England have given such detailed considerations to the issues that impact Junction 6 and more broadly the increasingly challenging capacity issues that currently impact this stretch of the M42. The plans put forward not only look to how the current usage levels can be eased but importantly the resilience of the junction in the future as the planned development of the area begins to become a reality.
Design - Positive	Impact of future developments	We prefer options that fit with further work in future, which would tend to lead us to prefer Option 1 or Option 2. However we have a concern that the larger schemes identified as Themes 1-5 all have low or very low value for money. We feel that there needs to be a clearer understanding of how this junction can affordably be enhanced in future before implementing this scheme.

Theme	SubTheme	Comments
Design - Positive	Impact of future developments	Retaining the ability to connect the proposed southern junction to the UK Central Hub development/HS2 Interchange in the future is considered very important for the long term feasibility of the area and this is reflected in the network resilience of Options 1 and 2 as they contain the all movement southern junction.
Design - Positive	Impact of future developments	In the comparison table, it states that Option 1 meets the scheme objectives more than Options 2 and 3. It provides a significant benefit to road users for movements at both the southern junction and the Clock Interchange with a slight impact on the local road network at Catherine de Barnes Lane. The economic benefit of Option 1 (over 2 and 3) to be realised by supporting the potential for development in the wider area is considered very important by us. This leads us to choose Option 1 as the preferred option.
Design - Positive	Local road network	For Option 1, you are proposing an access onto Catherine de Barnes Lane in order to prevent 'rat running' with "access on" northbound to the new dual carriageway and "access off" southbound. You propose to sever the road connection to / from Catherine de Barnes Lane at the Clock Interchange. Your Officers advised that it might be necessary to construct a new roundabout onto the lane, south of the new roads alignment. This seems a sensible suggestion and would remove another access at the Clock Interchange.
Design - Positive	Local road network	An all movements Junction (Options 1 and 2) will provide greater resilience for the Network in this congested area due to the 'all movements' access that it provides – Option 3 will not. It should be noted that this resilience may be at risk in a 'without MSA' scenario.
Design - Positive	Local road network	Option 1 has the least connectivity with the local road network – this is something which local people will see as a positive advantage and drivers seeking to access the A45 heading west towards Birmingham and key economic hubs such as the airport and JLR will also see as a benefit.
Design - Positive	Location/general design	Localised widening and introduction of segregated lanes on the M42 north and southbound approaches to Junction 6 is therefore supported. We suggest that this solution is still considered as part of a 'southern junction' option.
Design - Positive	Location/general design	Options 2 and 3 will have roundabouts to make the connections to the airport and I would imagine this would just move up any future congestion up from the M42 to these roundabouts
Design - Positive	Location/general design	In summary, there are no road safety issues associated with the construction or operation of a new, all movements, Motorway Junction in the location proposed by Options 1 and 2. This has been indirectly proven as a result of the work undertaken by us to inform their current planning application which proposes a new Junction in the same location. The proposed MSA Junction can be 'shared' with Junction 6 traffic, with only minor alterations likely to be required. A 'shared' solution will bring significant cumulative benefits and a reduction in cumulative impacts (were both schemes to proceed separately). These benefits include a reduced impact on the Green Belt, deliver cost and time savings, and provide greater resilience. We therefore support the progression of either Options 1 or 2.
Design - Positive	Location/general design	HE have confirmed, in their Formal Response to the current MSA application (dated 23 December 2016) that there are no outstanding traffic engineering or road safety issues associated with the construction or operation of a new, all movements, Motorway Junction to serve the MSA. The proposed MSA Junction is substantially the same as that proposed in Options 1 and 2.
Design - Positive	Location/general design	All options for a new junction to the south of junction 6 would accommodate Jaguar Land Rover arrivals and departures to and from the south. This equates to 400 supplier based trips and 250 despatch trips, making a total reduction of 650 trips across the day at M42 junction 6. If the LOC is constructed, the potential reduction in trips across the day is greater, at 1,050 trips (800 supplier trips plus 250 despatch trips). Given the type of trips, this is not an inconsiderable reduction in traffic flows at Junction 6.
Design - Positive	Option 1	I hope the option you choose will be 1 as it impacts the village of Bickenhill the least

Theme	SubTheme	Comments
Design - Positive	Option 1	Option 1 is predominantly to the west of Bickenhill and the B4438 Catherine de Barnes Lane and appears to provide better opportunities to connect with access to the existing airport site and the A45 corridor in general.
Design - Positive	Option 1	We support the principle of the southern junction (Option 1) as there are currently serious traffic congestion issues in this area that could restrict the economic growth for the region. However, we would ask for clarification on the points raised above and also that we are involved in the preliminary design of the works given that the consultation plans do not contain any detailed design information.
Design - Positive	Option 1	This option would follow Catherine de Barnes Lane, in order not to add a new route through the area. This option might have the least impact on Bickenhill and you have confirmed that its location would allow better mitigation to be agreed during the preliminary design phase.
Design - Positive	Option 1	Option 1 would provide the benefit of a direct connection into Birmingham Airport from the proposed southern junction on the M42 and crucially does not bisect Bickenhill Village.
Design - Positive	Option 1	Option 1 gives the best economic benefit. In your comparison option 1 comes out on top even providing significant benefits with the wider impacts. Option 3 seems poor in comparison. In the economic uncertainty we face any option chosen needs to give the best value for money. Option 1 seems to do this with scheme objectives and economic benefit
Design - Positive	Option 1	Although not detailed in the public consultation documents, the consideration of the options by Solihull MBC at its meeting of 12 January, refers specifically to northern arms from the junctions. We understand these may not be a feature of the current proposals to remedy existing capacity issues, but the incorporation of resilience into the selected junction design, such that it is capable of being improved in the future is highly important. The new junction is understood to have been conceived to work in tandem with existing J6, removing part of the traffic flows from J6. This would require both junctions to be operational for all movements to be achievable. Clearly there will be greater operational resilience if both junctions are capable of providing all movements should there be a need in an emergency. If not included at the initial stage, north facing arms would be a logical future improvement to the current improvement scheme. Options 1 and 2 have the ability to be upgraded in this way or to include this feature from the outset. Option 3 does not. Option 1 therefore embodies greater operational resilience and future capacity in its concept design.
Design - Positive	Option 1	Turning to the individual options, the preferred option is Option 1. This option involves the provision of an all movement junction to the south of the existing junction 6, with a new link road running to the west of Bickenhill, to connect the M42 to the Clock Interchange.
Design - Positive	Option 1	Based on the information which is currently available, our preference would be to see either Option 1 or Option 2 taken forward subject to the receipt of further detailed modelling work and any other pertinent information from stakeholders which arises through the consultation.
Design - Positive	Option 1	Based on the information which is currently available, our preference would be to see either Option 1 or Option 2 taken forward subject to the receipt of further detailed modelling work and any other pertinent information from stakeholders which arises through the consultation.
Design - Positive	Option 1	Based on the information which is currently available, our preference would be to see either Option 1 or Option 2 taken forward subject to the receipt of further detailed modelling work and any other pertinent information from stakeholders which arises through the consultation.
Design - Positive	Option 1	Based on the plans provided, only one NGET tower would be impacted by this option. The tower affected would be ZF115. However, the tower is only just inside the proposed embankment earthworks and it is likely that any impact on the tower (foundations and stability) could be mitigated through the civil design.

Theme	SubTheme	Comments
Design - Positive	Option 2	We support Option 2 and not just because this avoids affecting Our members consulted locally recognise the need for the proposed works and see that Option 2 keeps the vast majority of Bickenhill as part of the open countryside. It effectively widens the existing M42 and National Grid electricity pylon corridor, rather than affecting a whole new area of Green Belt as proposed under Option 1. During our discussions with yourselves, Highways England confirmed that Option 2 only impacts on in the Bickenhill area. We believe that some refinement of the road alignment could reduce that even further. Considering that this is an area already blighted by the Birmingham International Airport runway extension and increased noise from the M42 hard shoulder running, the loss of in an already blighted area, is capable of being dealt with far more simply through proper compensation, at far less cost to Highways England, than Option 1. Residential owners approached properly and treated fairly may well be grateful to be paid to be relocated. Our local members see Option 2 as being deliverable within the projected period. Option 2 requires fewer major overbridges and less earthworks. We would argue that if it follows the M42 and pylon corridor it wouldn't need to be in cut. It would only have to enter into a cut when it turns towards the Clock interchange around the back of the village. The pylon corridor is effectively redundant green belt land. With further development of the alignment, we believe the direct link to the airport could also be achieved, which is the only connection difference between Option 1 & Option 2. Option 2 is less disruptive to both Catherine -de – Barnes Lane and Shadowbrook Lane
Design - Positive	Option 2	Based on the plans provided, only one NGET tower would be impacted by this option. The tower affected would be ZF115. However, the tower is only just inside the proposed embankment earthworks and it is likely that any impact on the tower (foundations and stability) could be mitigated through the civil design.
Design - Positive	Option 3	Not sure why you don't see option 3 as the best as it take out less of be rolling countryside and impacts the least amount of properties!
Design - Positive	Option 3	Option 3 is only 1 that may not effect us as much the other 2 will destroy our property value and outlook and with that our well being. Please keep the impact to an absolute minimum by implementing option 3.
Design - Positive	Safety	Following submission of the MSA application in July 2015, extensive work has been undertaken by HE, to examine and test the road safety of this Junction. This concluded (23 December 2016) "that there are no road safety issues associated with the construction or operation of a new Motorway Junction in this specific location".
Design - Positive	Safety	There are no National Grid gas transmission pipelines within the vicinity of the proposed works.
Environment - Negative	Air quality	Yes, you are forgetting the countryside. The bigger you make it will create more traffic and pollution
Environment - Negative	Air quality	I must also declare my interest in your proposals and be NIMBY. Both option 2 and 3 destroy the peace and enjoyment of our home. If your predictions are correct we will suffer traffic flows 24/7 plus added air pollution.
Environment - Negative	Air quality	Concerns after construction: 3. Air Pollution

Theme	SubTheme	Comments
Environment - Negative	Air quality	Concerns after construction: 3. Air Pollution
Environment - Negative	Air quality	Air pollution - a major consideration given intensive transport links
Environment - Negative	Ecology	Should there be impacts on any SSSI's then the relevant mitigation actions should be taken
Environment - Negative	Ecology	We seek assurance that you will follow the mitigation hierarchy approach (avoid/mitigate/compensate) in ensuring that any adverse environmental impacts resulting from the proposed extension to the strategic road network will be minimal. For example, a no net loss approach in biodiversity value of the Local Wildlife Sites affected by the construction and operational works.
Environment - Negative	Effect on local area	Effect directly on Hazel Farm and Bickenhill village
Environment - Negative	Effect on local area	Impact on local residents not mentioned
Environment - Negative	Effect on local area	Everything here in the village of Bickenhill will be impacted. The value of houses The future of the church will be impacted The lovely swathe of green belt The church can't move it's hall but the roads might go ahead. Have mercy
Environment - Negative	Effect on local area	The danger to listed buildings to be assessed through an Environmental Assessment and the necessary mitigation measures put in place.
Environment - Negative	Effect on local area	Any leisure /sports facilities lost through any of the options need to be replaced as near as possibility to their initial locality.
Environment - Negative	Effect on local area	Sadly the meetings provided for residents cannot reassure them to any extent. Residents have no way of knowing the full impact of these proposals for many years to come. I feel the people of Bickenhill village will have no voice or real choice in their future
Environment - Negative	Effect on local area	Concerns after construction: 2. Light Pollution
Environment - Negative	Effect on local area	Concerns after construction: 2. Light Pollution
Environment - Negative	Effect on local area	We were told at the consultation meeting that, should the proposed roads go ahead, mitigation would be put in place to lessen the effects on the environment and the residents of Bickenhill. The points raised in this email need to be taken seriously and addressed so that myself and the other residents of Bickenhill see some marginal benefit from the decimation of our village.
Environment - Negative	Effect on local area	We were told at the consultation meeting that, should the proposed roads go ahead, mitigation would be put in place to lessen the effects on the environment and the residents of Bickenhill. The points raised in this email need to be taken seriously and addressed so that myself and the other residents of Bickenhill see some marginal benefit from the decimation of our village.
Environment - Negative	Effect on local area	Options 2 and 3 also will increase noise and pollution levels close to my home which I fear may have a detrimental impact on the health of my children.
Environment - Negative	Noise	More upheaval in area + impact on environment + noise pollution
Environment - Negative	Noise	Suitable mitigation to be put in place to minimise traffic noise.
Environment - Negative	Noise	We also have major concerns about the noise increase of a major road running behind the house. We can already hear the M42 which is some distance away and we have just had the runway extension at the airport

Theme	SubTheme	Comments
Environment - Negative	Noise	We also have major concerns about the noise increase of a major road running behind the house. We can already hear the M42 which is some distance away and we have just had the runway extension at the airport
Environment - Negative	Noise	Concerns after construction: 1. Noise
Environment - Negative	Noise	Concerns after construction: 1. Noise
Environment - Negative	Noise	J6 Slip road noise reduction measures please
Environment - Negative	Visual/green belt	Residents livelihood and destroying green belt
Environment - Negative	Visual/green belt	Residents livelihood and destroying green belt
Environment - Negative	Visual/green belt	All options are disastrous for green belt, ancient woodland, historic sites and local residents. Whole thing should be rethought. Hopefully HS2 will never materialise - a bigger waste of money with appalling environmental implications is hard to imagine. Encourage less road travel
Environment - Negative	Visual/green belt	All 3 of the proposed alterations will have a significant impact on my property due to its location which will be effectively blighted and cause a significant drop in its value. This is supposed to be green belt land and should be left as such
Environment - Negative	Visual/green belt	Mitigation steps need to be taken so as to ensure that vehicles using the new road are not visible from any point on Catherine de Barnes Lane
Environment - Negative	Visual/green belt	The public consultation on M42 Junction 6 Improvement offers three alternatives in the questionnaire. All propose new sections of major road in the Green Belt south of A45. Two include a new junction on the M42 north of Solihull Road, Hampton-in-Arden. This junction is already proposed in the current undetermined planning application for the Catherine-de-Barnes Motorway Service Area. These alternatives would all have a harmful effect on the Meriden Gap and be contrary to policies to protect the Green Belt. The harm would be all the greater because of the special importance placed on retaining the Meriden Gap as separation between the Cities of Birmingham and Coventry. It is only 6 miles wide and the Options proposed, particularly Options 1 and 2, would as inappropriate development in the Green Belt reduce its width.
Environment - Negative	Visual/green belt	Very special circumstances have not been demonstrated to develop land in the Green Belt for major road links, which are inappropriate development and need to pass this test to be permitted. There are alternatives to the Options shown which do not require land in the Green Belt to be developed. The tests (as set out in the National Planning Policy Framework) are not met.
Environment - Negative	Visual/green belt	A location for the MSA shown on the Local Plan Proposals Map would carry weight against other sites applied for which are on Green Belt and contrary to Local Plan policies. Planning law gives a presumption in favour of development in a development plan. So a developer would expect to obtain permission for a site located north of M42 Junction 6, on land that will not be Green Belt under the Local Plan Review. By contrast, as noted at paragraph 9 above, Options 1, 2 and 3 are all inappropriate development in Green Belt and would need to show 'very special circumstances' to receive approval.
Environment - Negative	Visual/green belt	Option 2 and 3 would have a disastrous visual and practical effect on the countryside and area to the east of Bickenhill particularly when you see how wide the proposed dual carriageway would be cutting though it
Environment - Negative	Visual/green belt	Option 3 would have a significantly greater visual impact on the Green Belt and Bickenhill, due to the need for the access road to the southbound carriageway rising on a substantial embankment in order to gain the necessary height to enable it to cross the Motorway.

Theme	SubTheme	Comments
Environment - Negative	Visual/green belt	The embankment required as a result of Option 3 would impact on the feeling of 'greenness' and 'openness' which currently exists around Bickenhill and significantly alter its setting. Visual enclosure and a disconnect from those green areas to the east of the M42 would result. It would also result in a concentration of infrastructure and a sense that the built up area around Junction 6 had been extended southwards.
Environment - Negative	Visual/green belt	Do not believe greenbelt land should be spoiled
Environment - Negative	Visual/green belt	Do not agree green belt land should be damaged for this
Environment - Negative	Visual/green belt	We have run a in Bickenhill for 18 years and benefit from the business that the airport and NEC brings to this area. However the charm of staying at our is the fact that it is reasonably quiet and the views are overlooking fields and farmland. The implementation of any of the 3 proposed schemes will ruin this view and potentially damage our business.
Environment - Negative	Visual/green belt	We have run a in Bickenhill for 18 years and benefit from the business that the airport and NEC brings to this area. However the charm of staying at our is the fact that it is reasonably quiet and the views are overlooking fields and farmland. The implementation of any of the 3 proposed schemes will ruin this view and potentially damage our business.
Environment - Negative	Visual/green belt	I feel that Bickenhill has already had more than its fair share of disruption and this addition will deteriorate the village even further. It seems that Greenbelt, conservation and historic buildings don`t appear matter when it comes to money as we were told during the consultation in Bickenhill on the 11th January that the Spaghetti junction option at the M42 roundabout was ruled out because it was too expensive to build!!
Environment - Negative	Visual/green belt	I feel that Bickenhill has already had more than its fair share of disruption and this addition will deteriorate the village even further. It seems that Greenbelt, conservation and historic buildings don`t appear matter when it comes to money as we were told during the consultation in Bickenhill on the 11th January that the Spaghetti junction option at the M42 roundabout was ruled out because it was too expensive to build!!
Environment - Negative	Visual/green belt	Concerns after construction: 5. Visual impact
Environment - Negative	Visual/green belt	Concerns after construction: 5. Visual impact
Environment - Negative	Visual/green belt	For some time we have been reassured by our local MP, Dame Caroline Spelman, that she regards the A45 as the defensible boundary for the Meriden Gap Green Belt. That gap is now seriously threatened by HS2 developments, the Arden Cross plan on land west of the A452 and with the Junction 6 proposals. Each new development will have a major impact on farmland and an SSI in the Blythe valley. Whatever the outcome we would hope to see a guarantee of significant and special efforts to minimise land take, mitigate visual impact by landscaping, tree and shrub planting and a careful restoration of local habitat for flora and fauna. Given the close proximity of motorway roads and crossing points, careful engineering to ensure the preservation of pedestrian and cycling routes and wildlife corridors, and to mitigate the impact on local roads and commuters will be required.

Theme	SubTheme	Comments
Environment - Negative	Visual/green belt	For many years we have been reassured by Dame Caroline Spelman's assertion that she regards the A45 as the defensible boundary for the Meriden Gap Green Belt. That gap is now threatened by HS2 developments, the Arden Cross plan at land west of the A452 and with the Junction 6 plan. Each will leave a significant scar across farmland and an SSI at the Blythe valley. Whatever the outcome we would therefore wish to see significant and special effort to minimise land take, mitigate visual impact by landscaping, tree and shrub planting and a careful restoration of local habitat for flora and fauna. Given the close juxtaposition of motorway roads and crossing points, we are mindful that it will need careful engineering to ensure the preservation of pedestrian and cycling routes and wildlife corridors, and to mitigate the impact on local roads and commuters. Effort to enhance safe pedestrian and cycle routes and crossings will be welcomed.
Environment - Negative	Visual/green belt	Footpaths - landscape linking - green bridges etc
Environment - Negative	Visual/green belt	You are destroying the greenbelt and none of these options are good for the environment
Environment - Negative	Visual/green belt	Unnecessary development in the green belt. A new junction is not required. Improvements to the roundabout would be sufficient.
Environment - Neutral	Air quality	Very concerned about the impact on Hampton with all HS2 changes and increased air traffic
Environment - Neutral	Air quality	Comparison of options comment - Air quality - Plant trees!
Environment - Neutral	Ecology	Comparison of options comment- biodiversity - replant!
Environment - Neutral	Effect on local area	Whatever option you select must be accompanied by suitable mitigation /compensation for any resident whose property is compromised in any way by this project. There should be general mitigation measures so as to prevent the transfer of traffic noise to surrounding areas and to prevent vehicles from being visible at any part of the route or from properties bordering the new route.
Environment - Neutral	Noise	Another major issue being so close with option 2 and 3 is noise with, according to yourselves, a predicted 1000 cars an hour at peak time
Environment - Neutral	Noise	Again according to your comparison option 1 comes out best because it provides the best opportunity for mitigation to reduce noise on the surrounding area
Environment - Neutral	Noise	Comparison of options comment- Noise - Plant trees!
Environment - Neutral	Noise	Minimise damage in the environment by keeping it compact, tunnelled would be a preference so it wasn't visable and noise control a critical factor
Environment - Neutral	Visual/green belt	The M42 Junction 6 public consultation offers the opportunity to resolve two problems and pressures which are threatening the Meriden Gap Green Belt. If not done well the solutions will damage the Meriden Gap and the setting of three villages badly.
Environment - Neutral	Visual/green belt	If the wrong solutions are approved there will be deterioration in the environment, and the character of Bickenhill, Catherine de Barnes and Hampton-in-Arden as villages will be undermined, starting a decline with further urbanisation following. There would be a new motorway junction between Catherine de Barnes and Hampton, a new dual carriageway of motorway status from that junction through the Green Belt to the Airport, and a Motorway Service Area developed midway between the two villages.
Environment - Neutral	Visual/green belt	By contrast, if a careful, joined-up solution is adopted, the rural landscape south of the east-west A45 will stay as it is, the Green Belt will be protected and the villages will stay as they are now
Environment - Neutral	Visual/green belt	For many of us living near or next to these road schemes the environmental impact, and especially how it will all look, it's visual impact is a very important issue. From your own comparison on visual impact option 1 seems a much better option and has the environmental advantage with only a slight adverse impact as compared with option 2 which has a moderate impact and option 3 which is the worst option of all with a severe adverse impact
Environment - Neutral	Visual/green belt	Comparison of options comment- visual/landscape - replanting to reduce noise?

Theme	SubTheme	Comments
Environment - Neutral	Visual/green belt	Comparison of options comment- historic environment - (option 1 closest to the most listed buildings) curve away a bit more?
Environment - Neutral	Visual/green belt	longer tunnel that will not ruin greenbelt. There must be a way that this can be improved with no impact on peoples home and the last surviving green areas.
Environment - Positive	Visual/green belt	With regard to the Green Belt impact, the cumulative impact of a shared Junction on the Green Belt is significantly less than a separate Junction (Option 3) and separate MSA (located at either Catherine de Barnes or Junction 4).
Environment - Positive	Visual/green belt	Options 1 and 2, whilst longer routes than Option 3, are visually less obtrusive in terms of the local landscape, passing underneath Catherine de Barnes Lane and Church Lane respectively. Option 2 would however have a greater adverse impact on Bickenhill than Option 1.
General comment - Negative	General	The first time I became aware of this scheme was when I entered the hall in Catherine de Barnes. Your letter setting out the timetable did not in any way indicate that Bickenhill was affected it merely referred to junction 6 improvements. Being cynical I wonder whether you intended this as a ploy to demonstrate that there were no objections to your schemes. You have now had to come clean and delivered the document by hand, something you should have done at the outset. Very poor PR!
General comment - Negative	General	This consultation document has in addition destroyed any value in my property making it impossible to sell. Even if any of these schemes do not go ahead they will be public knowledge and will blight my house for all future years.
General comment - Negative	General	Comparison of options This is an interesting part of your document. Most of your conclusions are at best of moderate benefit only two of the conclusions on the objects are stated to be “significant”. Given your own conclusions I cannot see how any of the schemes can be justified and they are all “Medium” for value for money. The difficulty for the public in making any comments is that we do not have access to your resources. However, when your own conclusions are not very compelling I find it difficult to understand why you have bothered with publishing your findings or wish to pursue the matter further. You also conclude that all three options will impact Bickenhill and make access difficult. In effect, you are cutting off the village and adding to journey times.
General comment - Negative	General	Traffic modelling - We note that traffic modelling detail/refinement is still ongoing and therefore have concerns that preferred route decisions might be taken according to an arbitrarily imposed timetable rather than by fully-informed decision making. It is difficult to provide full comment on suitability of the scheme (and/or its options) without knowing what assumptions have been made in the traffic forecasts (e.g. we note that traffic volume reductions are being included related to as yet undefined public transport provisions and there is lack of clarity regarding treatment of HS2 Park & Ride provisions). We strongly feel that further traffic assessment information is required. We suggest that decision making would be better made later and correct, than being rushed and questionable.

Theme	SubTheme	Comments
General comment - Negative	General	Traffic modelling - We note that traffic modelling detail/refinement is still ongoing and therefore have concerns that preferred route decisions might be taken according to an arbitrarily imposed timetable rather than by fully-informed decision making. It is difficult to provide full comment on suitability of the scheme (and/or its options) without knowing what assumptions have been made in the traffic forecasts (e.g. we note that traffic volume reductions are being included related to as yet undefined public transport provisions and there is lack of clarity regarding treatment of HS2 Park & Ride provisions). We strongly feel that further traffic assessment information is required. We suggest that decision making would be better made later and correct, than being rushed and questionable.
General comment - Negative	General	The current proposals appear to offer little, or no, 'future-proofing' for avoidance of traffic/business disruptions from potential further works. We therefore would lodge objection to the under-scaling of the proposed works.
General comment - Negative	General	The current proposals appear to offer little, or no, 'future-proofing' for avoidance of traffic/business disruptions from potential further works. We therefore would lodge objection to the under-scaling of the proposed works.
General comment - Negative	General	Notifications were only received by post to our trustees in early January 2017. This has halved the published consultation period and allowed insufficient time to fully consult with members. This does not in our view comply with the requirements to properly consult with potentially affected parties in preparing an application for a Development Consent Order (DCO). We expect you to consult with us properly beyond your closure date for responses, of 27th January 2017.
General comment - Negative	General	It is a much more difficult process to relocate an 18 acre facility with three Gaelic football pitches and the club house facilities, than perhaps up to owners. Given the proposed timescale and we understand, a refusal to negotiate until a DCO is in place, this could not be achieved in time for completion of the works in 2020, without destroying and all it stands for and provides. The consequences would be very considerable and we are resolved to very strongly object accordingly.
General comment - Negative	General	Residents of local communities at Catherine-de-Barnes, Bickenhill and Hampton-in-Arden are very concerned about the impact of these developments on the semi-rural location and ambience of the villages, local infrastructure, the rural Arden landscape and noise and pollution. It is accepted that all of the options presented will have a serious impact and that each will have different and detrimental effects on each community, which will result in no one community being fully in agreement with whichever option is chosen. For this reason we have tried to be fully objective in our comments and preferred option and would emphasise that we regard the preference as 'the least worst' option available.
General comment - Negative	General	A lot of peak time(Friday night) congestion is often as a result of commuters using the junction to access other routes home when there is problems on the M6. Could money be better spent elsewhere preventing this??
General comment - Negative	General	Controlling development rather than enabling it
General comment - Negative	General	Given that themes 1, 3, 4 and 5 are discounted why are they included in the brochure?
General comment - Negative	General	On page 10 the environmental and local effects is confusing. Green is stated as representing green belt but there are different greens. What are they? Where are the HS2 road alignments? Any improved access to the NEC is not clear
General comment - Negative	General	Maps lack some clarity - eg colours used too similar, abbreviations not explained (eg NMU, UKC, NCC) Explanation of perceived benefits and disbenefits too superficial - lacks specifics
General comment - Negative	General	Traffic congestion during major events at the NEC, adds additional traffic to existing routes with no alternative.

Theme	SubTheme	Comments
General comment - Negative	General	It is better to do the whole job properly now rather than later when additional links may have to be added at greatly increased cost.
General comment - Negative	General	You haven't given enough information in the post forcing people to go to these consultations and limiting their time. More information and better leaflets should have been posted for people who cannot make it and for those who do not have the internet.
General comment - Negative	General	It is a shame that we have just suffered 2 years of disruption on the A45 between junction 6 and clock interchange and another large scheme is needed just as the previous one has completed.
General comment - Negative	General	More consideration to businesses in the area who are struggling with the current traffic let alone the new proposals
General comment - Negative	General	The NEC shows cause the most problems for me when leaving work. I think the NEC has a responsibility to try and ease this, especially around Crufts and the Caravan and Camping show. They know the number of people attending and the impact this is likely to have on the roads. Could they not stagger car park exits? For example, have one car park released at a time (they could charge more for priority exits perhaps)? Or maybe have car parks further away and shuttle buses to bring people to / from the shows to reduce the number of cars on the roads? Could the NEC incentivise people using public transport rather than the car park (a small discount on their tickets)? Also at the islands (by the M42 and the one by the station) when the lights are green but the road is full, people still pull out and don't stay behind the traffic lights. They block the island and then other people can't move when their light turns green. The police were there once and it helped control it slightly better. Can't this be policed more when there's big events like Crufts and the Caravan show?
General comment - Negative	General	The main concern is the poor track record of recent so called improvements to this junction. The "pinch point" improvements from a couple of years ago made things worse. The positioning of the traffic lights from the A45 w/b encourages traffic to enter the r/b when there is no where for them to go causing frequent gridlock. LIkewise the e/b exit from the A45 still has the pinchpoint at the start of the slip road and so the additional lane has made no difference. The real problem here is traffic on the A45 merging with traffic from Bickenhill Lane causing gridlock on the A$5 before the J6 R/B
General comment - Negative	General	All of the options are not viable. you will ruin the area
General comment - Negative	General	As stated your original letter did not indicate what was proposed and was poor PR.
General comment - Negative	General	It is important that any improvement undertaken is future proofed - not just that it aids capacity now, but that it is as effective as possible for as long as possible. It is pointless saving money in this round of improvement if all that compromise does is force further expenditure in the future. I would be concerned that none of the options provide true longevity as solutions to the problems identified.
General comment - Negative	General	Very difficult to find this consultation opportunity on the web site.
General comment - Negative	General	I'm surprised not to have heard of this proposal before coming across the display in the Libray by accident
General comment - Negative	General	This is the wrong area to ruin. there must be other options

Theme	SubTheme	Comments
General comment - Negative	General	Having experienced the last period of disruption, it might have been sensible to have carried this work out then, but no, you want to cause further years of crippling congestion. Well done highways agency.
General comment - Negative	General	The Challenge Adventure Group held in the church hall on a weekly basis will be impacted by the 2nd and 3rd options which would be a disaster for the local youth.
General comment - Negative	General	I am also not convinced that it would totally eliminate queuing on the motorway when certain major public exhibitions are being held. Mainly on Saturday and Sunday mornings the volume of traffic trying to get into NEC carparks results in stationary queues stretching back on the northbound carriageway well beyond the B4102 bridge. Can this number of vehicles be absorbed onto the new roads?
General comment - Negative	General	No option to do nothing is presented. Additionally an option to just upgrade the existing Jn6 roundabout without additional slip-roads should be presented.
General comment - Negative	General	The consultation does not give enough key detail on the environmental impact and is therefore not fit for purpose. Key information about road elevations, visual impact and traffic impact is not presented. This consultation is simply too vague.
General comment - Negative	General	The consultation questionnaire is poorly written. Questions about 'how concerned are you' are automatically biased towards the development. The questions are very vague (e.g. "How concerned are you about road safety" - is this a general question or is it targetted at the current arrangements at Jn 6?)
General comment - Negative	General	Local councils (e.g. Solihull) have already voted on which scheme they prefer before this consultation is completed. This seems unconstitutional and highly inappropriate whilst a public consultation is underway. It suggests an undemocratic process is underway between local and central government agencies.
General comment - Negative	General	I am responding to the M42 Junction 6 consultation. I have previously sent an email (see below), but to date, have not received a response, which is disappointing as it would have informed my response.
General comment - Negative	MSA	The Highways England's latest 'holding direction' regarding the Catherine-de-Barnes Motorway Service Area application to Solihull MBC (PL/2015/51409 – see drawing attached) on 23 December 2016, reveals that HE is willing to agree to the new junction for the MSA although it is below the 2000 m standard spacing from Junction 6. (The agreed spacing appears to be 1700 m in both directions.)
General comment - Negative	MSA	I would urge Highways England to seriously consider its position on the proposed Motorway Service Area at what would become the new junction 5a as this would add yet another complication at an already congested location. All of this is in green belt which should only by conceded in "exceptional circumstances " and there are other locations when an MSA could be built.
General comment - Negative	MSA	We take this opportunity to comment on the current Motorway Service Area application at Catherine-de Barnes the site of which is within the parish. We are strongly against the proposal and have submitted our opposition as part of the local planning procedure because of the impact on the nearby Conservation Area, the size and scale of the development on the Meriden Gap Green Belt, the Secretary of State's dismissal of the applicant's appeal in 2009 and the inappropriate inclusion of a 100 bed hotel and conference centre within the development. We are also concerned that Option 1 and 2, if adopted, could provide access to an MSA in the area. The Parish Council seeks reassurance that the options for improvements to Junction 6 will be determined without prejudice and will have no bearing on any future MSA determination.

Theme	SubTheme	Comments
General comment - Negative	MSA	We conclude with observations about the concurrent and undetermined MSA application. We have declared our opposition because of the closeness of junctions, the size and scale of the development on the Meriden Gap Green Belt, the Secretary of State's dismissal of the applicant's appeal in 2009 and the inappropriate inclusion of a 100 bed hotel and conference centre within the development. We have voiced concerns that option 1 and 2, if adopted, might be seen as an access to an MSA in that area. Option 3 would preclude any such development. We seek reassurance that options for Junction 6 will be determined without prejudice and that it will have no bearing on any future MSA determination.
General comment - Negative	MSA	These schemes have been contrived in order to support the construction of new motorway services and getting the developers to pay for the majority of the costs. The building of any of these schemes will leave the surrounding countryside vulnerable to development .
General comment - Negative	MSA	I still have safety concerns about very close proximity to the possible Service Area that has been talked about for many years.
General comment - Negative	Need for the scheme	At certain times junction 6 is a bottleneck, however most of the time it is no worse than any other road junction. I use the junction to travel both north and south perhaps 25 times a month, at all times of the day, and have not experienced any severe delays. The recent improvements to the road by Solihull Council has gone a long way to providing a better traffic flow. At rush hour times the M42 is congested. In the morning, the northbound tail back can be beyond the junction with the M40. This traffic is exiting to go to Solihull, junctions 4 and 5 and going further north to the junction with the M6 and beyond. Some of the traffic exits to junction 6. I travel the A45 every week day morning at peak times and it is not my impression that there is a great deal of traffic exiting J6 to go to the next island or down towards Birmingham. The traffic southbound on M42 is also busy with speeds reduced to 50 and less miles per hour. In the evening the motorway is very busy going in both directions. Much of the traffic going south does not exit at J6. The section of the M42 between J6 and the M40 junction is heavily used because it services the areas surrounding Solihull and provides a gateway to the south. You have no doubt completed traffic surveys and will therefore understand the traffic flows, although this is not mentioned in your document leading me to think it has not been done. It would be good if these statistics could be shared.
General comment - Negative	Need for the scheme	As I have already stated the traffic is very congested in both directions on the M42 at peak times. To add another junction will not assist in traffic flows, it will in fact make it worse, particularly if there is access to the motorway. The free flow of traffic at peak times in both directions is congested and another junction will only make matters worse as it is entry and egress that is the reason for traffic flows to be distorted. You have only to look at J15, J14, J12, J9 and J4 of the M40 to verify this.

Theme	SubTheme	Comments
General comment - Negative	Need for the scheme	In your introduction, you state that J6 has almost reached capacity. You do not demonstrate this conclusion in your document and I would challenge this assertion. Only at certain times are there any serious problems viz. when there is a function of some magnitude at the NEC. You also refer to “the planned and aspirational developments” and yet none of the three options show any real benefit. If the planned 27 million passengers using the airport is ever a fact, then these plans will be obsolete. If as you say in your document there are further plans for the area, then this will be a waste of money. If HS2 happens, (another waste of money), then the road network will be thrown into chaos once again. I would also remind you that on 19 April 2016 Caroline Spelman MP raised the matter of the junction in the House of Commons. Her concern was that there was “no joined up thinking” taking into account HS2 the garden village development and the airport plans. Your plan does not address any of these issues and actually proves her point. This plan as set out in your document is far too narrow and short-sighted in its outlook. You seek to solve a problem with a short-term measure which in very near future will prove to have been ill-conceived. If you are looking for a proper solution to the future growth in this area, then you need to think 25 or more years out and plan for the “planned aspirational developments”. If you do you may well conclude that there is no future for Bickenhill Village. If, (and it is a big if), the airport hits its targets, the NEC and business parks expand and HS2 becomes a reality you will need more hotels, more parking, more support facilities, possibly another runway and an infrastructure to support it all.
General comment - Negative	Need for the scheme	Nevertheless, residents of local communities at Catherine-de-Barnes, Bickenhill and Hampton are fearful of the impact of those developments on the semi-rural location and ambience of the villages, local infrastructure, the rural Arden landscape, noise and pollution. We realise that none of the options presented will avoid impact and that each option will have different detrimental effect on each village, such that we imagine no-one will be fully in agreement whichever option is chosen. For that reason we have tried to be fully objective in our comments and preferred option and would emphasise that we regard our preference as ‘the least worst’ option available.
General comment - Negative	Need for the scheme	Having been stuck in gridlock around the area, I'm not too sure what this does to fix the underlying problems in the area if there are problems on the M42 where everyone dives off at that junction. I don't see how providing a couple of extra access roads fixes the bottlenecks
General comment - Negative	Need for the scheme	Not really required but may be in the future.
General comment - Negative	Need for the scheme	This project should have been part of the extended runway project at the airport and the changes to the A45 incorporated.
General comment - Negative	Need for the scheme	Do not build any more roads connection to motorways. You ruin the residential and landscape areas and this infrastructure is inappropriate to rural areas and future resident interests

Theme	SubTheme	Comments
General comment - Negative	Need for the scheme	I strongly feel that the whole improvement scheme is a total waste of money and not necessary. Congestion seems to be more caused by accidents and roadworks; there may be slight delays in peak times but this quickly clears. Living in an area of close proximity and being able to observe the motorway in both directions, the majority of the time it runs smoothly.
General comment - Neutral	General	The working community also suffer from the current situation as well as the locals
General comment - Neutral	General	A personal problem is that people using sat nav to find the motorcycle museum end up outside our house. If there is anything that could be done to resolve this it would be appreciated
General comment - Neutral	General	We would request that we be included in any further public consultations on this scheme, and – as we are statutory consultees on Highway Act Path Orders – we would expect to be formally consulted on any proposed alterations to the existing footpath network should the scheme go ahead.
General comment - Neutral	General	How do the proposed schemes tie-in with the wider motorway network and improvements that Highways England may be bringing forward?
General comment - Neutral	General	Interim concerns Given the timescales involved before any improvement is realised, it is even more important that current dialogue continues to find interim management solutions of a proactive nature, including tactical infrastructure interventions and the development of timely reactive management plans to mitigate the impact when J6 locks up. The impact of these lock ups on our business communities and the travelling public should not be underestimated and must be addressed in the short term too.
General comment - Neutral	General	Further discussions with Highways England is recommended, to ensure that any potential disruption is removed or minimised where practicable.
General comment - Neutral	General	We have considered all the options along with initial feedback from key stakeholders. The proposed response below sets out the views on your outline options. We have asked to discuss some detailed enhancements and technical questions about the proposed scheme, which you have welcomed.
General comment - Neutral	General	I was informed at the consultation and speaking to residents in Bickenhill that option 1 seems to be the mostly preferred option in the village. I do hope that our opinion will be given proper consideration when the decision is made, particularly in view of the whole point of the consultation was to seek our views and we will be the village most affected by it.
General comment - Neutral	General	We are instructed by to submit this response to public consultation on the improvement scheme options for M42 junction 6. The is owner of the which comprises land to the west of the M42 extending between the M42 and Catherine de Barnes, and land to the east of the M42 extending between the M42 and Hampton in Arden. The potential new junction comprised within Options 1 and 2 is within land to either side of the motorway, albeit with the north facing southbound off slip road also utilising land that is owned by Extra MSA Solihull Limited, that company also having the benefit of a land purchase agreement with the relating to its overall Motorway Service Area (MSA) and associated access junction development proposals.

Theme	SubTheme	Comments
General comment - Neutral	General	The programme for the project set out in the consultation document is extremely tight, with little if any room for slippage in design, approval process, procurement or delivery. We understand that construction must start before April 2020 to guarantee availability of the funding which is currently allocated for this project in the National Infrastructure Plan. It is understood that there are a significant number of highway projects coming through the project development phase, which are programmed close together which will stretch the ability of Highways England to implement the M42 J6 project before funding safeguarding deadlines are reached. Any delay at any stage will mean that the project is not able to start before the funding is potentially withdrawn and re-allocated. Given the importance of resolving the M42 J6 capacity issues, and the significant potential that the proposals have to support the future growth of the Airport and wider Midlands economy, it is considered vital that the M42 J6 Improvement Scheme is prioritised by Highways England in business planning and delivery. A risk of losing the funding currently allocated, or indeed any delay to the delivery of the solution, will be a potentially massive cost and loss of opportunity to the Midlands region and the national economy. In the context of the Government's focus on the National Industrial Strategy, and setting out its business plan for the Midlands Engine, any such failure to maximise the opportunity from the M42 J6 improvement scheme would be a loss for the nation.
General comment - Neutral	General	We specifically wish to raise the potential for a highway link from Damson Parkway to the new proposed highway running from the proposed M42 southern junction to the Clock Interchange. Whilst we acknowledge this is not part of the scope being undertaken by Highways England we would welcome further discussions on the opportunity for such a highway link with Highways England, Solihull Urban Growth Company, Solihull MBC and Birmingham Airport as land owners. It is our view this would provide the infrastructure to support the emerging growth aspirations of the UK Central Hub as well as ourselves.

Theme	SubTheme	Comments
General comment - Neutral	General	Jaguar Land Rover Solihull is located approximately 4km away from M42 junction 6. The plant currently produces approximately 315,000 cars per year and employs over 10,000 people. The plant operates a three shift pattern and is operational 24 hours a day over 7 days a week. As such, the level of demand for movement by all modes including cars, Heavy Good Vehicles (HGVs), public transport trips, walking and cycling, across all the transport networks is not insignificant. In 2013, Jaguar Land Rover agreed a traffic management plan with Solihull MBC as part of a planning condition for the Despatch facility on Damson Parkway. This plan includes the requirement for all logistics vehicles to use Damson Parkway, A45 and M42 junction 6 to access the Strategic Road Network (SRN). In addition, all suppliers are positively encouraged to use M42 junction 6 to access the SRN. This junction therefore is the principal access for Jaguar Land Rover to the SRN for the movement of both supply chain components and finished products for distribution. Over 80% of the cars manufactured at Solihull are destined for export. These cars are largely exported by road from the recently constructed despatch facility on Damson Parkway. The main terminals for departure are the deep sea ports at Felixstowe, Southampton, Portbury and Liverpool. The average number of HGV out bound car transporter movements is approximately 180 HGVs movements,which equates to 360 trips (when including return journeys) , all of which negotiate M42 junction 6. The majority of these trips (70%) arrive and depart to the south v ia M42 (S) with the remaining 30% headingto the north via M42 (N). With respect to inbound supplier deliveries, there are an average of 1,000 deliveries to the site per day to the Solihull plant,equating to 2,000 trips (when including return journeys). A small proportion of these trips (5%) arrive and depart the plant via the A45 (W) and therefore do not go via M42 junction 6. The remaining 95% all use M42 junction 6. Of this 95% that use M42 junction 6: • 20% are to and from the M42 (S), which equates to 400 trips per day. • 75% are to and from M42 (N). This equates to 1500 trips per day. Jaguar Land Rover's deliveries occur over a 24 hour period. During peak times,drivers regularly experience delays at M42 junction 6.
General comment - Neutral	General	With respect to the future demand for movement at the M42 junction 6, it is understood that the modelling work undertaken to date is compliant with WebTAG and considers committed developments and the proposals for HS2 . As set out earlier in this response, the growth planned in the draft Solihull Plan as part of UK Central development opportunities will significantly increase the demand for movement in the local area. As such, the development and assessment of any improvements for M42 junction 6 should take into consideration the additional traffic that will use the junction.
General comment - Neutral	General	It is understood that the options have not been subject to detailed capacity modelling and that this will be undertaken in due course via the development of a micro simulation model. As such, it is not known how much relief each option provides with respect to reduced traffic flows at junction 6 and what how the three junction options will operate in the future.

Theme	SubTheme	Comments
General comment - Neutral	General	Future-proofing of the scheme would also build in capacity which we believe would help provide additional resilience to an area of the SRN which struggles to cope when an incident occurs and traffic is forced to seek alternative routes. This is an important issue which has been recognised within the emerging Midlands Connect Strategy and through the establishment of the Network Resilience working group by Transport for the West Midlands.
General comment - Neutral	General	Future-proofing of the scheme would also build in capacity which we believe would help provide additional resilience to an area of the SRN which struggles to cope when an incident occurs and traffic is forced to seek alternative routes. This is an important issue which has been recognised within the emerging Midlands Connect Strategy and through the establishment of the Network Resilience working group by Transport for the West Midlands.
General comment - Neutral	General	Future-proofing of the scheme would also build in capacity which we believe would help provide additional resilience to an area of the SRN which struggles to cope when an incident occurs and traffic is forced to seek alternative routes. This is an important issue which has been recognised within the emerging Midlands Connect Strategy and through the establishment of the Network Resilience working group by Transport for the West Midlands.
General comment - Neutral	General	We would encourage some “joined up thinking” with all the Stakeholders and would like to see a Highways England proposal that also addressed and is integral to the opportunity that will come not only with HS2 but also the future growth of the airport and JLR and their supply chains and the emerging SMBC Development Plan. The opportunity should be taken to gain maximum benefit from the considerable public investment in infrastructure that is to be made and the opportunities for growth that will emerge. The recent growth of JLR has been a major driver in growth of the economy of the Midlands and wider UK. A planning application has been made for further expansion and there is potential for supply chain uses to be co-located nearby. It is important that every opportunity is taken to incorporate improved additional connectivity and infrastructure beyond that shown on the current Highways England options that will support the potential for further growth beyond those current proposals and to enable JLR to operate efficiently. Whilst the Highways England remit does not include the Damson Parkway/A45 junction, we would like to see the proposed J6 improvement works are co-ordinated with a solution for that junction that delivers a good overall solution in the same delivery timelines. Such additional linkages would also improve the resilience of the highway network which is currently vulnerable to gridlock.
General comment - Neutral	General	Given the importance of resolving the M42 J6 capacity issues and the significant potential that the proposals have to support the future growth of the Midlands economy, it is considered vital that the M42 J6 Improvement Scheme is prioritised by Highways England in business planning and delivery.
General comment - Neutral	General	The programme for the project set out in the consultation document is extremely tight, with little if any room for slippage in design, approval process, procurement or delivery. We understand that construction must start before April 2020 to guarantee availability of the funding which is currently allocated for this project in the National Infrastructure Plan. It is understood that there are a significant number of highway projects coming through the project development phase, which are programmed close together which will stretch the ability of Highways England to implement the M42 J6 project before funding safeguarding deadlines are reached. Any delay at any stage will mean that the project is not able to start before the funding is potentially withdrawn and re-allocated. A risk of delay or losing the funding currently allocated will be a potentially massive cost and loss of opportunity to the Midlands region and the national economy. However, the next phase detailed design of the J6 improvement scheme should take the opportunity for a comprehensive and inclusive assessment of the wider opportunity that exists. Any such failure to maximise the opportunity from the M42 J6 improvement scheme would be a loss for the Midlands and the UK as a whole.

Theme	SubTheme	Comments
General comment - Neutral	General	Below we make a series of comments with regard to the plans highlighted in the consultation document. We enjoy regular discussion with our partners around issues of traffic management particularly around both access and egress and indeed our contribution to extending dwell time for visitors during peak times and therefore reducing the stress to the road network is beginning to demonstrate sustained benefits in that regard. We are aware of the submission they have made to Highways England with regard to this consultation.
General comment - Neutral	General	We appreciate this consultation looks at options to provide capacity and resilience for the future usage of the M42 caused by proposed developments within the UK Central Hub including HS2 Interchange and plans for Arden Cross, however in the shorter term we would ask that consideration be given to form a short term plan that allows recovery from the current "lock ups" at Junction 6 and that cause serious impact to visitors attempting to leave the campus at peak times.
General comment - Neutral	General	Part of our longer term strategy is to be a central component to the economic prosperity of the UK Central Hub. Therefore the improvements to Junction 6 are a vital element to realising that potential. We will be looking to benefit from the opportunities that will come from HS2. However, in the shorter term, we are confident that as a business still not yet two years old our own development will continue a pace and therefore visitors numbers will grow in the next few years and the ability for visitors to have as trouble free journey as possible is key to that growth. Therefore the impacts resulting from the issues surrounding the M42 are important to us.
General comment - Neutral	General	Having now reviewed the impacts of the scheme, I don't think a feasibility study is required at this stage until a preferred option has been chosen. Please get in touch when the preferred option is known for more detailed discussions - although it still might be worth progressing a contract so we are in a position to progress a feasibility study quickly in the future.
General comment - Neutral	General	I would like to make you aware that the Council has also published its Transport Strategy – Solihull Connected and an associated Delivery Plan. This strategy sets out our vision for how we will deliver transport infrastructure and initiatives now and in the future, how we will sustainably accommodate growth in travel demand on our network and how we will seek to maintain Solihull's character. The vision for Solihull Connected is to "enable great mobility and connections for all by attracting major investment in our transport system and places – enhancing the borough as an attractive, sustainable and economically vibrant place to live, work and visit."
General comment - Neutral	General	Also did you know there is an approved planning application for a mobile phone mast next to Motorbike museum. PL/2016/01272. In fact just where your cameras are currently situated !
General comment - Neutral	General	It's crucial to work with the residents of Bickenhill village as we are most affected & the least disruption the better.
General comment - Neutral	General	Would like further clarity as to when plans would have been made available as planning proposals significantly advanced with presentation of 3 preferred options
General comment - Neutral	General	As a major landowner in the area, we would be pleased to have further discussions with you about the improvement scheme before you announce your preferred route
General comment - Neutral	MSA	There are planning applications for a Motorway Service Area (MSA) to the south of M42 junction 6, in addition to a second application for an MSA at Junction 4. It is understood that the southern junction in options 1 and 2 could accommodate the options for an MSA in this area. If the MSA in this area does not proceed then your design may show that a 4 arm junction is no longer required at the southern junction and consequently you would want to consider the need for the north facing slips further in order to identify an economic benefit. We consider that their inclusion would give greater resilience to the network.

Theme	SubTheme	Comments
General comment - Neutral	MSA	The proposed MSA Junction and the options 1 or 2 Junction can be 'shared'; a 'with MSA' scenario. A detailed design for the MSA Junction forms part of the current planning application. An initial review of the option 1 and 2 proposals, based upon the information currently available, would suggest that relatively minor design changes would be required to the design of the MSA Junction to enable it to safely accommodate the additional traffic generated by Options 1 and 2.
General comment - Neutral	MSA	As matters currently stand, the views of SMBC with regard to the acceptability or otherwise of the MSA at Catherine de Barnes have yet to be decided. HE recommended that SMBC defer a decision on the MSA application pending the outcome of this consultation in order that it did not affect responses. Whilst such an approach holds good for the duration of the consultation, it is imperative that, in reaching a decision on the 'preferred option' HE are able to give proper consideration to cumulative impacts and cumulative benefits which may result should consent be forthcoming.
General comment - Neutral	MSA	The Council will also need to weigh the current uncertainty with regard to the selection of the 'preferred option' and subsequent detailed design of the Junction 6 improvement scheme; the final decision on the Junction 6 improvement scheme will not be before Autumn 2019. However, in order for HE to properly consider the issues which lead to the selection of the 'preferred option' and move forward with the detailed design, there needs to be clarity as to whether this is on a 'with' or 'without' MSA basis. It is therefore necessary that the MSA application is determined post haste.
General comment - Neutral	MSA	The first step will be to conscientiously consider the responses received to the consultation. Knowing how Solihull Council intend to proceed with regard to the Catherine de Barnes MSA application is a critical piece of information required to complete the decision making 'jigsaw'.
General comment - Neutral	MSA	There were plans for an additional services on the M42 (as the closest is the Warwick services some miles away), no mention of this in your plans.
General comment - Neutral	MSA	I would also like to know how these plans integrate with the current plans for a new service station on the M42, as the consultation makes no mention of that. Has any consideration been given to the use of collector-distributor lanes (à la M25 J13) - from a driver's perspective reading the signs and traffic on a D5M motorway (if I recall the plans correctly) is far more challenging than a motorway where traffic is divided into separate carriageways?
General comment - Positive	General	In summary we are able to support schemes that involve a fully functioning southern junction coupled with free flow link works at J6. We are unable to support options that do not fully address resilience concerns, address the right turning issues at the existing junction or reduce the number and flexibility of access / egress points. We are open to other options and would welcome the opportunity to comment on any that may emerge. We trust that you will agree with our views on these matters as they are issues we face together daily in our established working relationship.
General comment - Positive	General	We appreciated and welcome the earlier dialogue that Highways England have facilitated throughout the consultation process.
General comment - Positive	General	We welcome the proposals to improve Junction 6 of the M42.
General comment - Positive	General	The opportunity to be consulted as a stakeholder on a one to one basis is also appreciated and we look forward to continued involvement in the process. We look forward to continued engagement with HE as the option development process moves forward and offer our assistance where appropriate to inform the design process.

Theme	SubTheme	Comments
General comment - Positive	General	We welcome that Highways England engaged with us and this has allowed us to review the proposed options with a far greater level of understanding. We commissioned to undertake an assessment and provide advice on the benefits and opportunities of each proposed option. Our business priorities which informed this are: operational capacity and capability; routing benefits and; longer term opportunities within the context of UK Central. The attached appendix provides this detailed assessment.
General comment - Positive	General	As set out earlier in these representations, it is suggested that any improvements at junction 6 should consider the impact on the wider A45 corridor. Both of these junctions currently operate close to capacity at peak times and will experience increased stress and congestion associated with UK Central. If a new east - west scheme could be delivered, this is likely to negate significant works at Clock Interchange and Damson Parkway. This scheme would also provide a more direct and reliable route from the M42 to the Solihull plant for goods vehicles.
General comment - Positive	General	We welcome the opportunity for continued dialogue regarding the development of the options and the selection of a preferred option. We would also request further additional information with respect to the following: • assessment of future year traffic flows at the junction for all three options; • summary of junction operation/ capacity of the three options; • details of the design standards to be adopted for the link road; and construction programme
General comment - Positive	General	I am particularly grateful to your colleagues and those from Mouchel who presented the various scheme options to a special meeting of the CWLEP Transport & Infrastructure Business Group held at Birmingham Airport on 11th January 2017.
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General comment - Positive	General	I am particularly grateful to your colleagues and those from Mouchel who presented the various scheme options to a special meeting of the CWLEP Transport & Infrastructure Business Group held at Birmingham Airport on 11th January 2017.
General comment - Positive	General	International trade depends upon international connections which further underlines the importance of the airport operationally and that it must be able to compete and expand. In accordance with these important messages from Government, the unique combination of assets around M42 J6 need to be supported with infrastructure investment that is future-proof to enable maximisation of the economic potential.
General comment - Positive	General	We have been represented at several public consultations, had a number of other meetings with representative organisations and with senior Highways England staff and their consultants, all of which have been helpful to the debate.
General comment - Positive	General	We are a representative organisation of the residents of Hampton-in-Arden and have consulted widely on the various options. We have attended several public consultations and had a number of other meetings with representative organisations and with senior Highways England (HE) staff, for which we thank you.

Theme	SubTheme	Comments
General comment - Positive	General	Review of options considered and discounted Upon reviewing the themes/options 1,3,4 and 5 considered and discounted below it is clear the designer has taken a robust approach to the options design proposals and sift. The general reasons for rejection are related to: Budget and value for money Clashes with proposed HS2 structures Proximity of M42 junction 7 Impact on local environment (businesses and local villages) and the green belt Impact on road users during construction Alternative alignments outside those proposed or rejected by the designer were considered but discounted due to workability or cost.
General comment - Positive	General	We welcome Highways England's ambitious plans for the road network in England, which places the customer at the heart of the approach. We recognise, however, that there is a lot to be done to reach an overall multi modal transport layout in this area that produces real benefits for passengers and other users. We look forward to working with you to achieve this.
General comment - Positive	General	Thank you for taking the time to visit us on the 10th November 2016, to outline the proposed options for improvements to M42 J6, which are being taken forward to public consultation. We welcome the plans to address the current issues we face with M42 J6, and are pleased that need to unlock the obvious growth potential of the area is recognised by Highways England (HE). The opportunity to be consulted as a stakeholder on a one to one basis is also appreciated and we look forward to continued involvement in the process
General comment - Positive	General	Thank you for the opportunity to submit representations in respect of Highways England (HE) consultation on its proposals to carry out improvements to M42 Junction 6
General comment - Positive	General	please just do it quickly. when it's under way please ensure we can get out of the station
General comment - Positive	MSA	The current planning application proposal by Extra for an MSA to serve the M42 between Junctions 5 and 6 is also located on land next to the potential new junction comprised in Options 1 and 2. The supports the planning application for the Extra MSA which is considered to be entirely compatible with and complementary to the new junction proposals in Options 1 and 2.
General comment - Positive	MSA	As noted above, it is considered that both Options 1 and 2 are compatible with the Extra MSA planning application proposals. The junction proposed by the Extra MSA application could deliver part of the junction within these options, and there is sense in designing any new junction on this stretch of the M42 to meet all known requirements. If different locations are competing for a new junction it is likely to mean that not all requirements (resolution of J6 capacity and need for additional MSA facilities) will be satisfied. The opportunity should be taken to gain maximum benefit from the considerable infrastructure investment that will be made.
General comment - Positive	Need for the scheme	Long overdue and if the region is to maximise economic benefits of airport, HS2, JLR etc this improvement is essential
General comment - Positive	Need for the scheme	Long overdue and if the region is to maximise economic benefits of airport, HS2, JLR etc this improvement is essential
General comment - Positive	Need for the scheme	The airport in principle therefore welcomes and supports the proposals to bring forward improvements to M42 J6 to address the existing congestion related issues associated with this key part of the strategic network in the West Midlands Region.

Theme	SubTheme	Comments
General comment - Positive	Need for the scheme	This area of the network is a critical node which provides access to key transport routes through connecting strategically important motorways as well as key regional A-roads. Junction 6 of the M42 is also a key access point into key major employment areas including Birmingham Airport, Birmingham Business Park, JLR as well as a key route into Birmingham and Coventry. Additionally, the junction serves record airport passenger numbers as well as major events at the NEC and Birmingham International Station. Importantly, the area will continue to undergo major transformation with the growth of the airport and the coming of HS2 and Solihull's aspirations for UK Central. Therefore, ensuring that the network around this key node is able to meet the future demands of the area should be central to the final scheme and not simply a fix to the existing issues in the area.
General comment - Positive	Need for the scheme	We recognise the strategic need for an improved junction scheme on this section of the M42 as it is its vitally important given its location on the Midlands Motorway Hub (M5/M6/M42). The functioning of this junction is critical to the ambitions of the West Midlands as it will further facilitate the development of UK Central, Birmingham Airport, NEC, Jaguar Land Rover and the delivery of HS2. We therefore welcome and support the promotion of the scheme by Highways England and are keen to see the scheme delivered quickly. In particular, this would benefit businesses in the Solihull, Coventry & Warwickshire area as well as improving traffic speeds, journey reliability, access and connectivity to the West Midlands Key Route Network (WM-KRN) and across the WMCA area. This scheme also supports the wider plans of the WMCA and Urban Growth Company 'UK Central infrastructure workstreams'.
General comment - Positive	Need for the scheme	Improvements to Junction 6 will make a major contribution towards delivering the aspirations of Movement for Growth and we look forward to working with Highways England as the scheme develops.
General comment - Positive	Need for the scheme	It should be noted that the schemes described above are likely to provide a betterment to the traffic conditions in the vicinity once the works have been undertaken. However, further work will be required to review the schemes in more detail once additional information becomes available.
General comment - Positive	Need for the scheme	We make this response to the public consultation on the proposals for M42 Junction 6 Improvement. We welcome this consultation and the opportunity to comment at this concept stage and before any detailed design work has been undertaken. There is scope for a good solution and one that has local public support while meeting the reasonable needs of road users and planned development close to Junction 6.
General comment - Positive	Need for the scheme	Solihull MBC's M42 Economic Gateway Masterplan (June 2013) establishes the growth and development opportunity for the borough, which is now recognised as UK Central, and the need to improve connectivity in particular addressing the constraints around M42 junction 6. The Council was pleased to secure the Secretary of State's commitment to major improvements to junction 6 and its inclusion within its Road Investment Strategy 2014 expressed as a "comprehensive upgrade of the M42 junction 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".

Theme	SubTheme	Comments
General comment - Positive	Need for the scheme	The importance of facilitating and promoting growth within the Midlands, to improve connectivity, employment, innovation and investment have all been recognised by Marcus Jones Under Secretary of State for Communities and Local Government in Parliamentary debate on the Midlands Engine on 24 January 2017. Mr Jones stated that the Midlands Engine is at the heart of the industrial strategy for Britain, and noted that trade and investment is a key component of the Midlands Engine. Mr Jones emphasised the importance of Birmingham Airport to the region and the increased market which it now serves. The success of recent international trade missions was also noted. International trade depends upon international connections which further underlines the importance of the airport operationally and that it must be able to compete and expand. In accordance with these important messages from Government, the unique combination of assets around M42 J6 need to be supported with infrastructure investment that is future-proof to enable maximisation of the economic potential. It is understood that the Improvement Scheme options are primarily intended to remedy existing highway capacity and traffic flow problems which currently detrimentally affect the operations of Birmingham Airport and the National Exhibition Centre. The Airport in particular, is a vital asset to the Midlands economy, generating very significant added value in terms of economic output through employment and expenditure. The Airport is also vitally important as a key component of the Midlands' and national transport infrastructure. Birmingham Airport is successfully expanding and increasing passenger numbers, operators and destinations served. At a time when aviation capacity nationally is subject to considerable pressure and imbalance favouring the south east, Birmingham Airport offers readily available capacity for additional growth which has the potential to aid the Government's agenda to re-balance the national economy. The proposal to remedy the existing highway capacity problems around junction 6 affecting access to and from Birmingham Airport is therefore welcomed.
General comment - Positive	Need for the scheme	The proposed improvements to this junction are vital at a national, regional and sub-regional level given its location on the Midlands Motorway Hub (M5/M6/M42), and will have a fundamental bearing on the ongoing success of Birmingham Airport, the National Exhibition Centre and the future prosperity of the HS2 Interchange (Arden Cross) and wider UK Central area. As such, the principle of the proposed investment is welcomed.
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General comment - Positive	Need for the scheme	I appreciate the efforts of Highways England in first of all designing and then proposing a number of solutions to the congestion often experienced at Junction 6 of the M42. There have been several occasions each year when there is gridlock around the NEC, airport and railway station nexus. Resilience is key because if HS2 goes ahead the risk of congestion becomes even greater, not to speak of the disruption during the construction phase

Theme	SubTheme	Comments
General comment - Positive	Need for the scheme	We are keen to support the growth aspirations of WMCA and the Midlands Engine and generally are supportive of the M42 J6 improvement scheme proposals which are to be welcomed. Three of the Midland's key economic assets are located around J6, the Airport, NEC and Jaguar Land Rover's Solihull plant. These will be joined by HS2 Interchange station if as expected the HS2 Hybrid Bill receives Royal Assent in the coming weeks. Each of the existing assets is vital to the Midlands economy, with the Airport and JLR having considerable potential for expansion and requirement for additional co-located business in order to retain their market share and respective competitive positions. The presence of these assets at the heart of the UK create a Sweet Spot of opportunity for growth. There is the real potential here to aid the Government's agenda to re-balance the national economy.
General comment - Positive	Need for the scheme	We welcome the initiative to find a long term solution to the current problem of regular congestion at Junction 6, which will be exacerbated by planned developments at UK Central, Birmingham Airport, NEC and HS2 Interchange.
General comment - Positive	Need for the scheme	Having grown up in the area all my life and lived in Bickenhillfor several years I travel through junction 6 several times a week. This is at varying times of the day and night as my hours of work(London Heathrow and Gatwick Airports) are constantly changing. I use Junction 6 not only for work but also for leisure purposes and agree that it could be improved.
General comment - Positive	Need for the scheme	We welcome the opportunity to offer our views to Highways England for improvements to Junction 6 of the M42 and more broadly are pleased that detailed options have been put forward for comment by stakeholders in this consultation.
General comment - Positive	Need for the scheme	In conclusion we support Highways England and their objectives to future proof junction 6 and the wider M42 as this part of the region continues to develop and grow and the usage of the network becomes even greater.
General comment - Positive	Need for the scheme	We understand that HE is challenged to find an enduring solution to the current congestion at Junction 6, and that unless action is taken the congestion will be considerably worsened by planned developments at 'UK Central', Airport, NEC and HS2 Interchange.
General comment - Positive	Need for the scheme	Together with the Department for Transport we are developing a transport strategy that identifies the major infrastructure projects needed to improve the connectivity of our region's key locations so we can help drive economic growth and power the Midlands Engine. The strategy is due to be published in March 2017. As part of gathering the evidence for our strategy, we have identified the M42 east of Birmingham as a key problem for Midlands-strategic journeys, highlighting freight and business access to non-city-centre locations, including the airport, and for journeys passing through the central West Midlands (eg East Midlands – South West). Therefore we support intervention to reduce delays at Junction 6.
General comment - Positive	Need for the scheme	I don't find this junction particularly nice to use, in fact a little dangerous due to the lane discipline, so any improvement to make getting into your lanes safely will be welcome!
General comment - Positive	Need for the scheme	We appreciate this opportunity to respond to the M42 Junction 6 Consultation. The M42 junction 6 Improvement scheme provides a key opportunity to continue to grow our road network, serve road users and stakeholders and it is important that Highways England ambitiously takes the chance to improve outcomes for all the travelling public. We strongly support Highways England's overall objective for the scheme and particularly the focus on the potential to maximise the junction.
General comment - Positive	Need for the scheme	Pleased it is being seriously considered.

Theme	SubTheme	Comments
General comment - Positive	Need for the scheme	The major problems which occur at junction 6 need sorting out, I am not bothered which option as long it fixes the congestion. I have been travelling from the rail station for 15years and quite frequently have been in major travel jams. On many occasions it has taken me hours to get out of the station because of traffic at the m42, the worst has been 4hours. There needs to be a route out of the station which splits traffic from rail, airport, a45, m42 and the NEC.
Land - Negative	Compensation	What will happen to properties in Bickenhill if residents come to sell prices of properties will plummet. WHO WILL COMPENSATE FOR THIS?
Land - Negative	Compensation	The relevant schemes are in place to compensate those whose properties are affected or whose land is taken.
Land - Negative	Compensation	The other problem is the length of time it takes before these schemes are finished ie 7 years. Over such a long time people's circumstances can change and they may need to sell and, quite simply, they won't be able to unless they sell as a fire sale, with this on their doorstep. I can't see any real compensation here unless you know otherwise. I raise this issue because many of the longer term residents have been here before the proposed and real airport developments in the past and know, all too well the effects of blight on their properties for years on end and the potential losses that can occur
Land - Negative	Compensation	The added congestion that will be imposed on the surrounded villages which are already experiencing traffic problems will be unbearable together with traffic noise and pollution. Therefore claims would be forthcoming from properties in the affected areas for compensation and improved facilities as a result of this upheaval.
Land - Negative	Impact on land ownership	For the residents of option 2 and, for me, option 3 will dramatically adversely affect the values and saleability of our properties and they will be blighted by this especially over the 7 year period while its being built
Land - Negative	Impact on land ownership	However,the land as shown on the attached plan will still need to be properly accessed whichever option is chosen and we would object to any of her land being taken for landscaping or mitigation.
Land - Negative	Impact on land ownership	There needs to be an access to the easterly block of land from the proposed road between points A and B as shown on a copy of your plan for Option 1.
Land - Negative	Impact on land ownership	We also run a which are kept on the land which will be decimated by all 3 of the options suggested. We are concerned with all of the options put forward that we will lose some or possibly all of the fields that we rent to keep these horses. The loss of the horses could have a threefold impact on our situation. Firstly there is the loss of income from the and this is a significant revenue that supports the business in leaner times. Secondly this is a unique selling point for many of the guests and my concerns are that we will lose many repeat customers if this is forced to be removed. Thirdly, our standard of living will be substantially effected through the loss of this important part of our lives.
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Land - Negative	Impact on land ownership	Concerns after construction: 4. Access to and from our Bed and Breakfast business

Theme	SubTheme	Comments
Land - Negative	Impact on land ownership	Concerns after construction: 4. Access to and from our Bed and Breakfast business
Land - Negative	Impact on land ownership	Concerns after construction: 6. Possible loss of business 7. Loss of land rented from local farmer
Land - Negative	Impact on land ownership	Concerns after construction: 6. Possible loss of business 7. Loss of land rented from local farmer
Land - Negative	Impact on land ownership	You have over looked the land owners , alot of these land owner have inherited these premises and have more than a price they have sentimental values ,
Land - Neutral	Impact on land ownership	The free flow link on the northern side of Junction 6 will encroach on development land at the NEC and require power line alterations. This work will need to be agreed with the landowner (Birmingham City Council) and leaseholder (NEC) to minimise the loss of land and impact on development and car parking.

Contact information

The report on Public Consultation, Scheme Assessment Report and business case are available to view from the project website (www.highways.gov.uk/m42-j6). In addition copies of the report on Public Consultation will be available for view at Solihull libraries.

- If you have any further enquiries, please write to us:

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  The Cube, 199 Wharfside Street
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  B1 1RN

You can also:

- go online **www.highways.gov.uk/m42-j6**
- email m42junction6@highwaysengland.co.uk
- call us on 0300 123 5000

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