

M42 junction 6

Improvement scheme

Public consultation exhibition

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

Welcome



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.



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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:

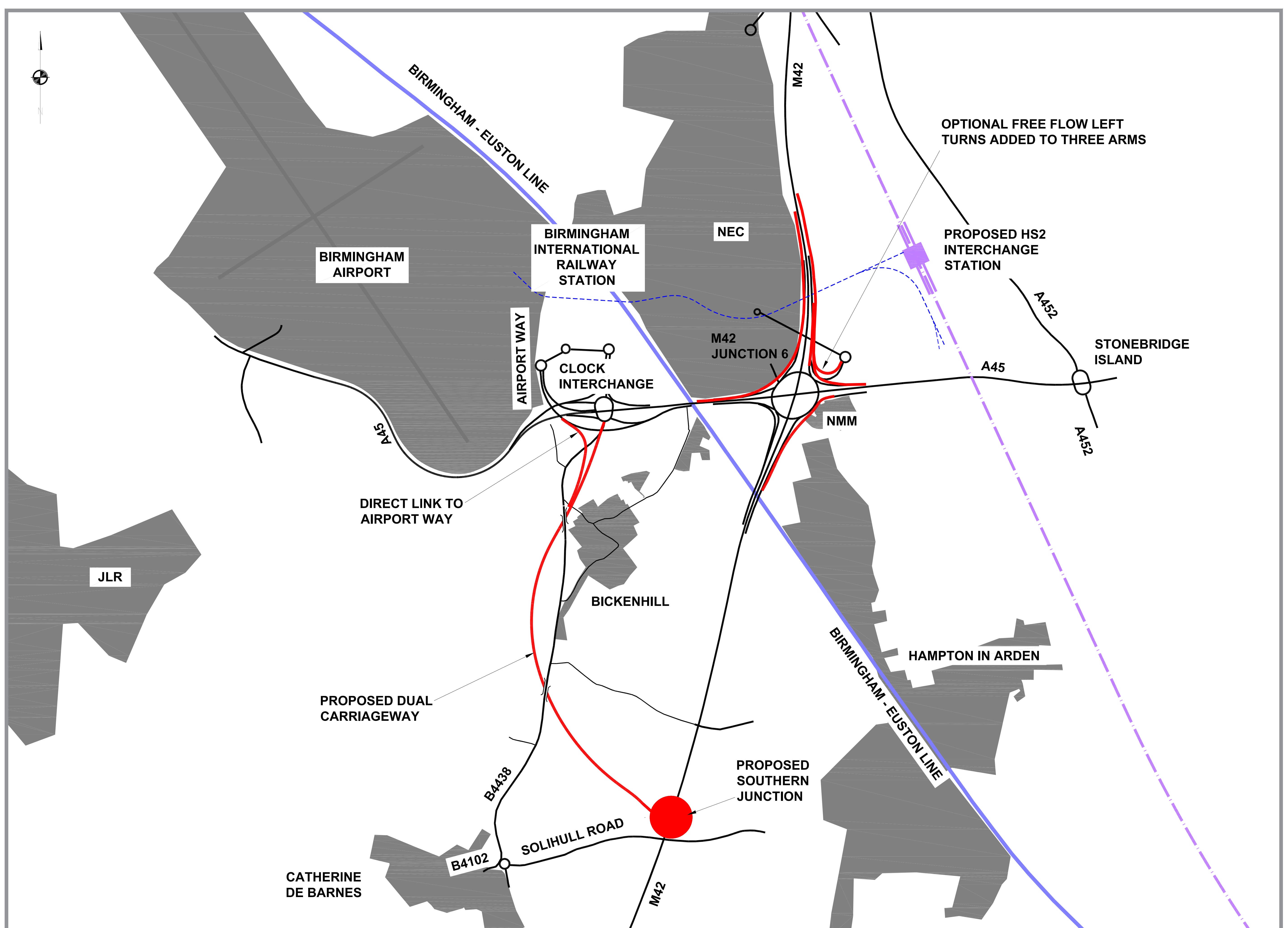
- Promote safe and reliable operation of the wider corridor
- Increase capacity of the junction
- Improve access to key businesses
- Support future economic growth

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Option 1

Link to the west of Bickenhill



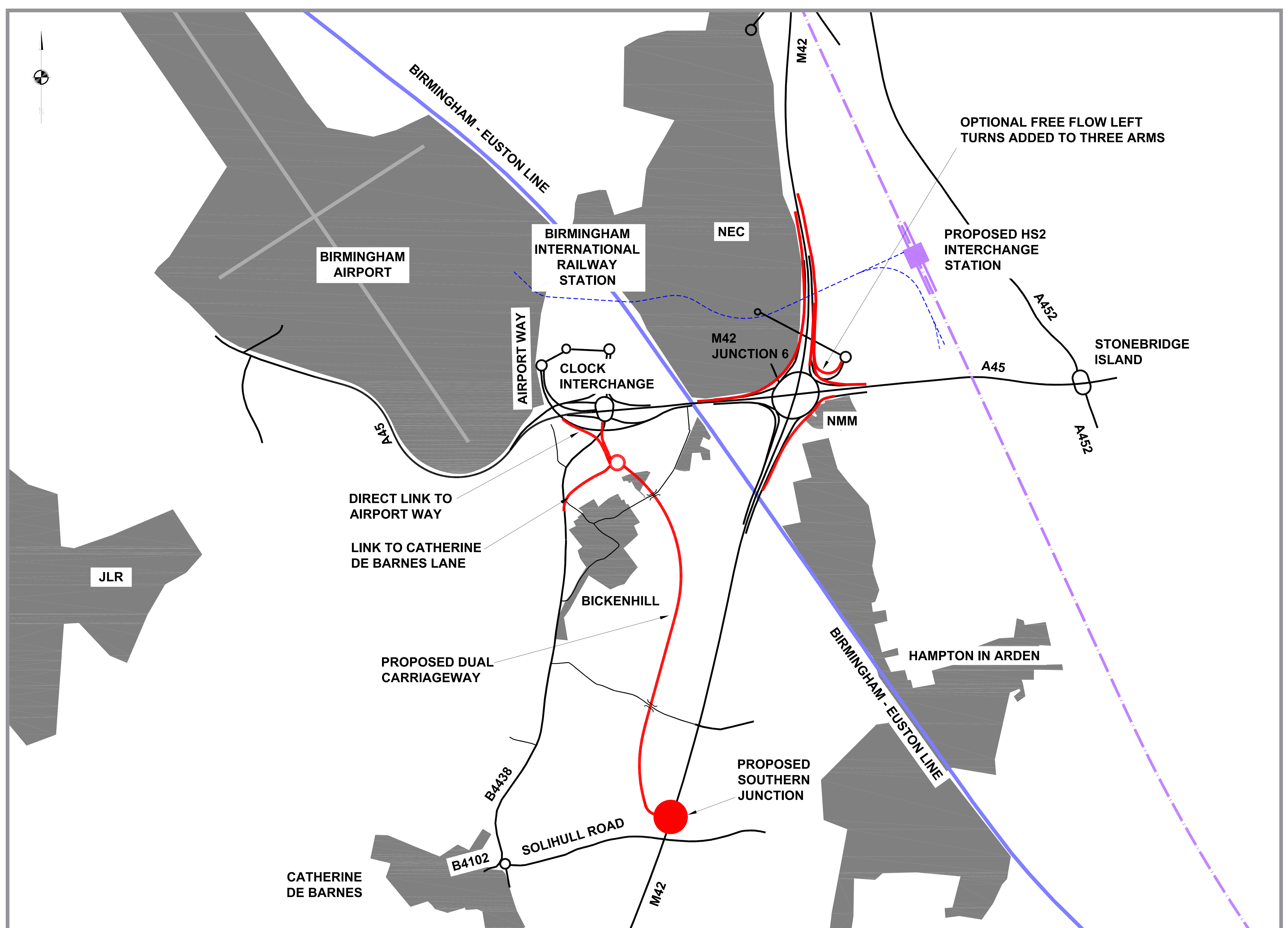
This option would provide a new 2.4 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows and a free flow link would be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

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Option 2

Link to the east of Bickenhill



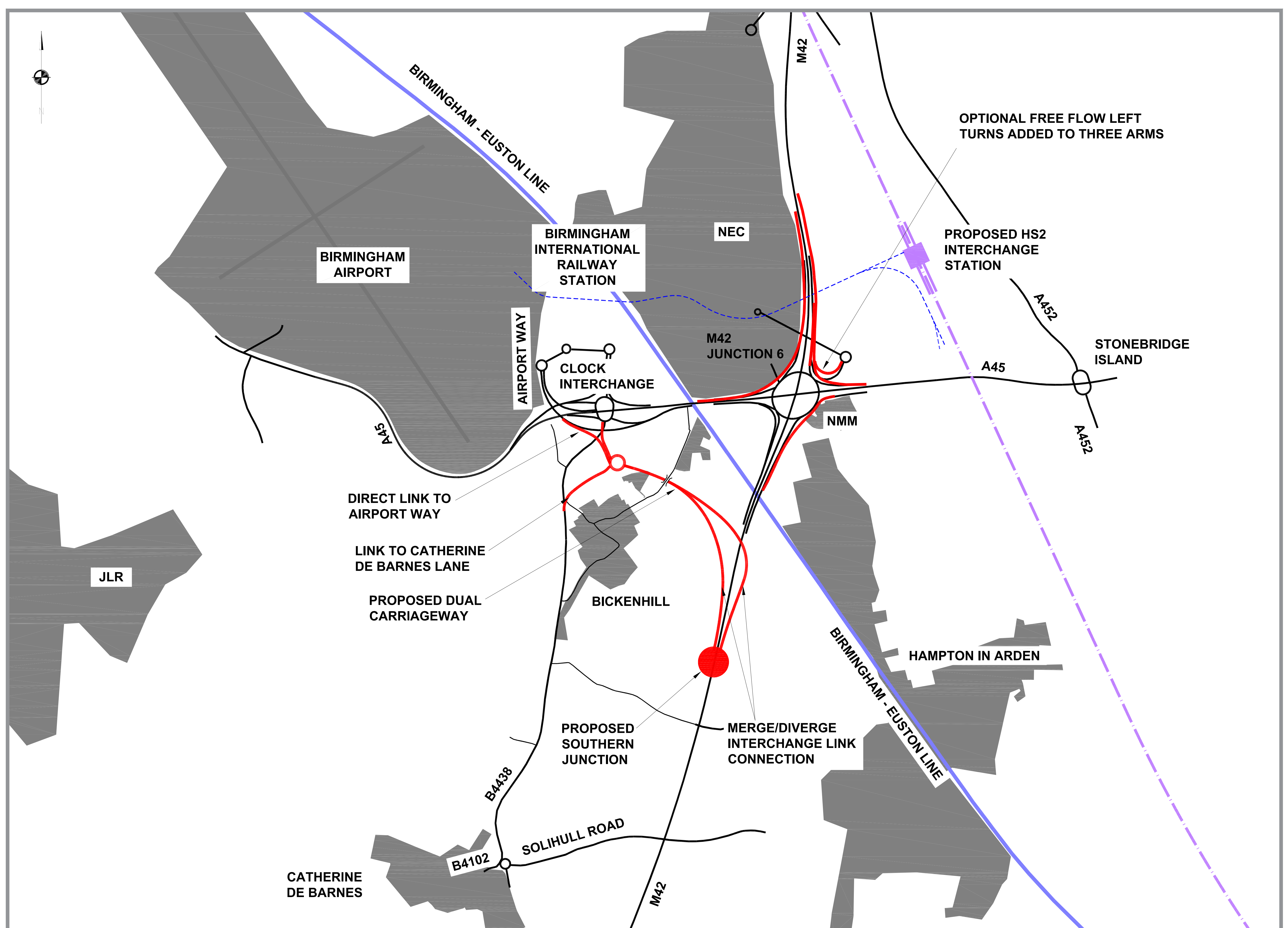
This option would provide a new 2.3 kilometre dual carriageway link between the Clock Interchange and an all movements junction allowing north and south access to the M42 north of Solihull Road. The Clock Interchange would be improved to accommodate the additional flows of traffic and a free flow link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

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Option 3

Link to the east of Bickenhill

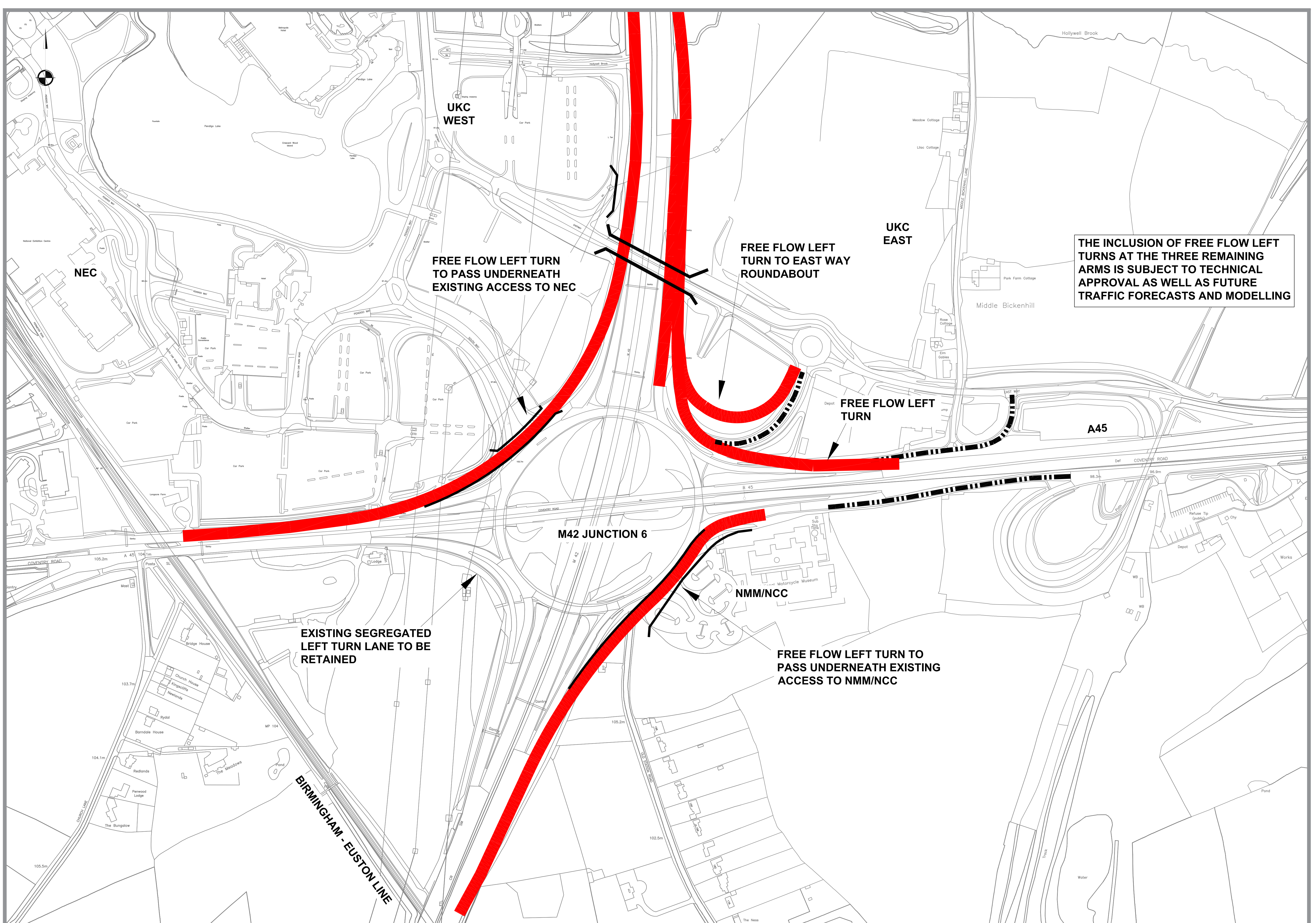


This option would provide a new 1.6 kilometre dual carriageway link between the Clock Interchange and a restricted movements junction with the M42 north of Shadowbrook Lane. This junction would only enable traffic to join the M42 southbound or exit the M42 northbound using free flow links. The Clock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

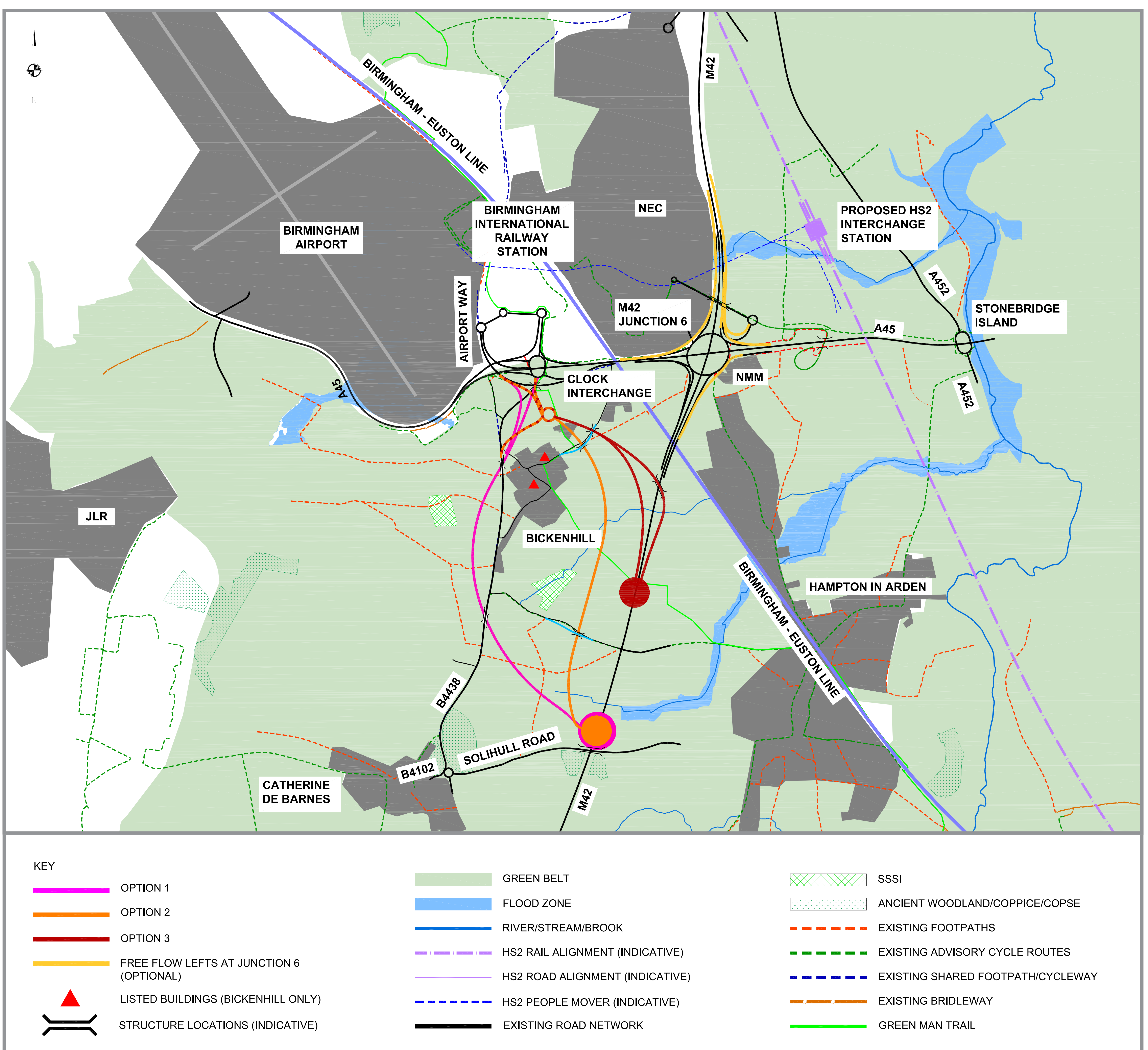
Further design, discussion and more detailed traffic modelling is required to determine the benefits of each link before they could be included.

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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.



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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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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

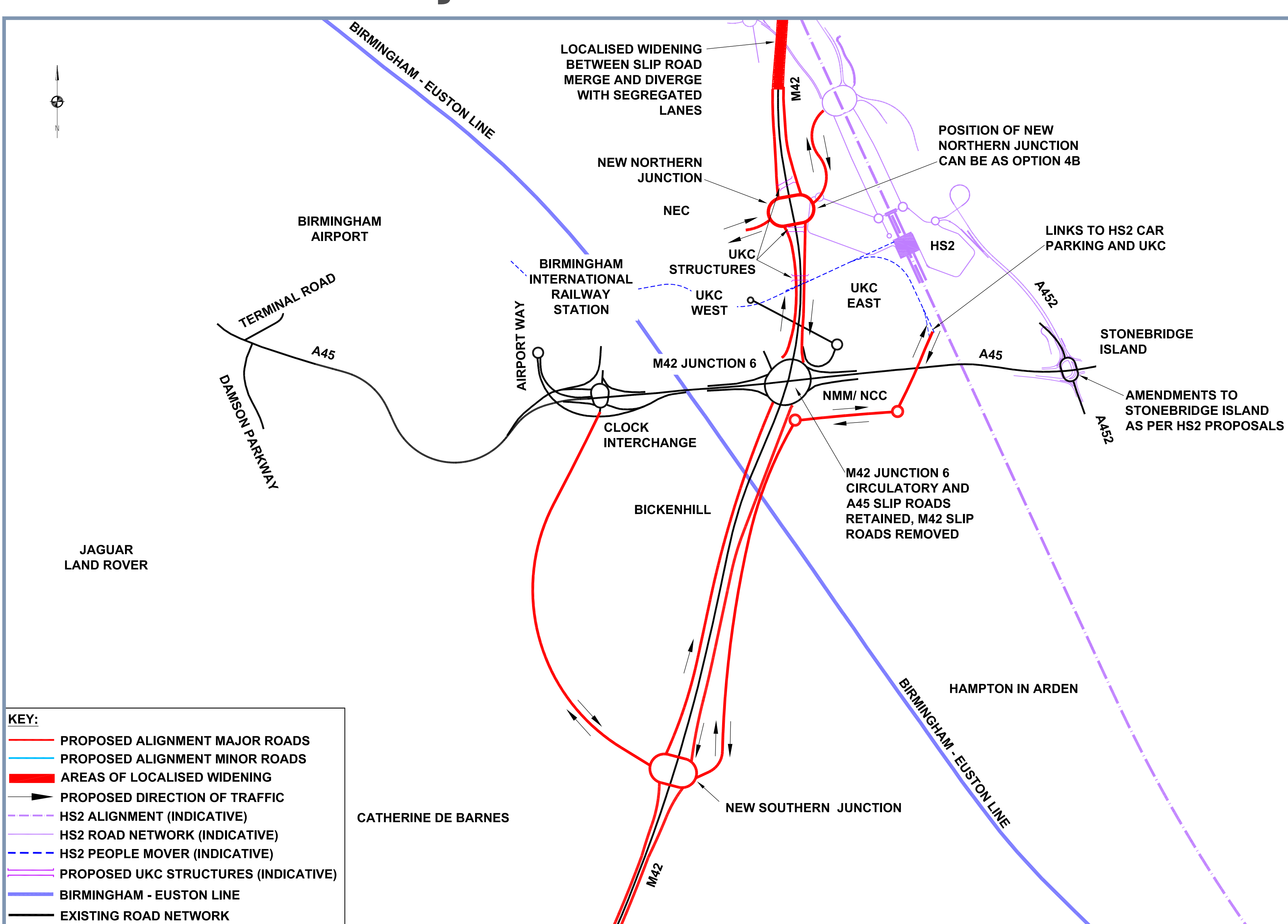
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Options considered and discounted

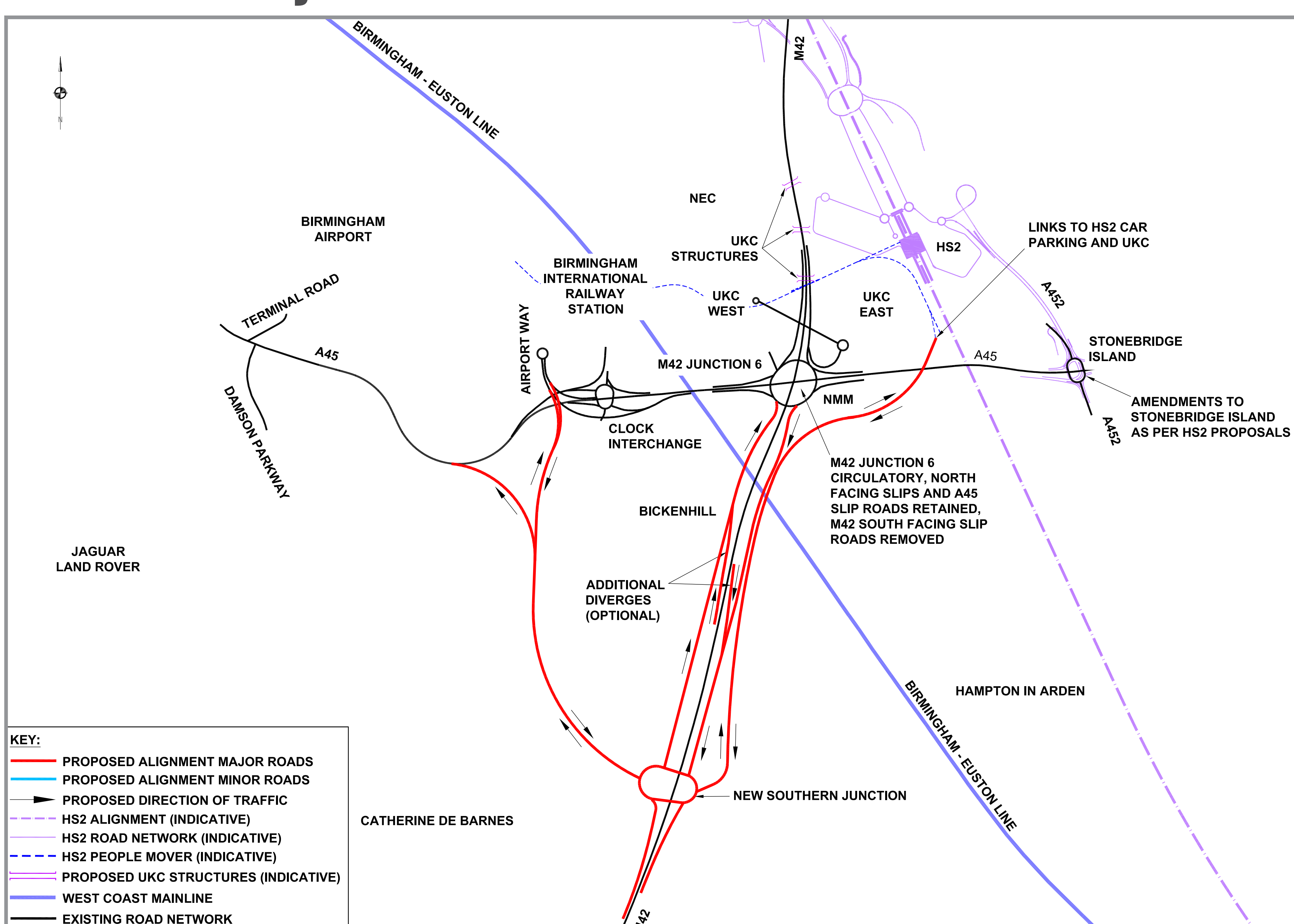
Theme 1 North & south junctions with link to HS2



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

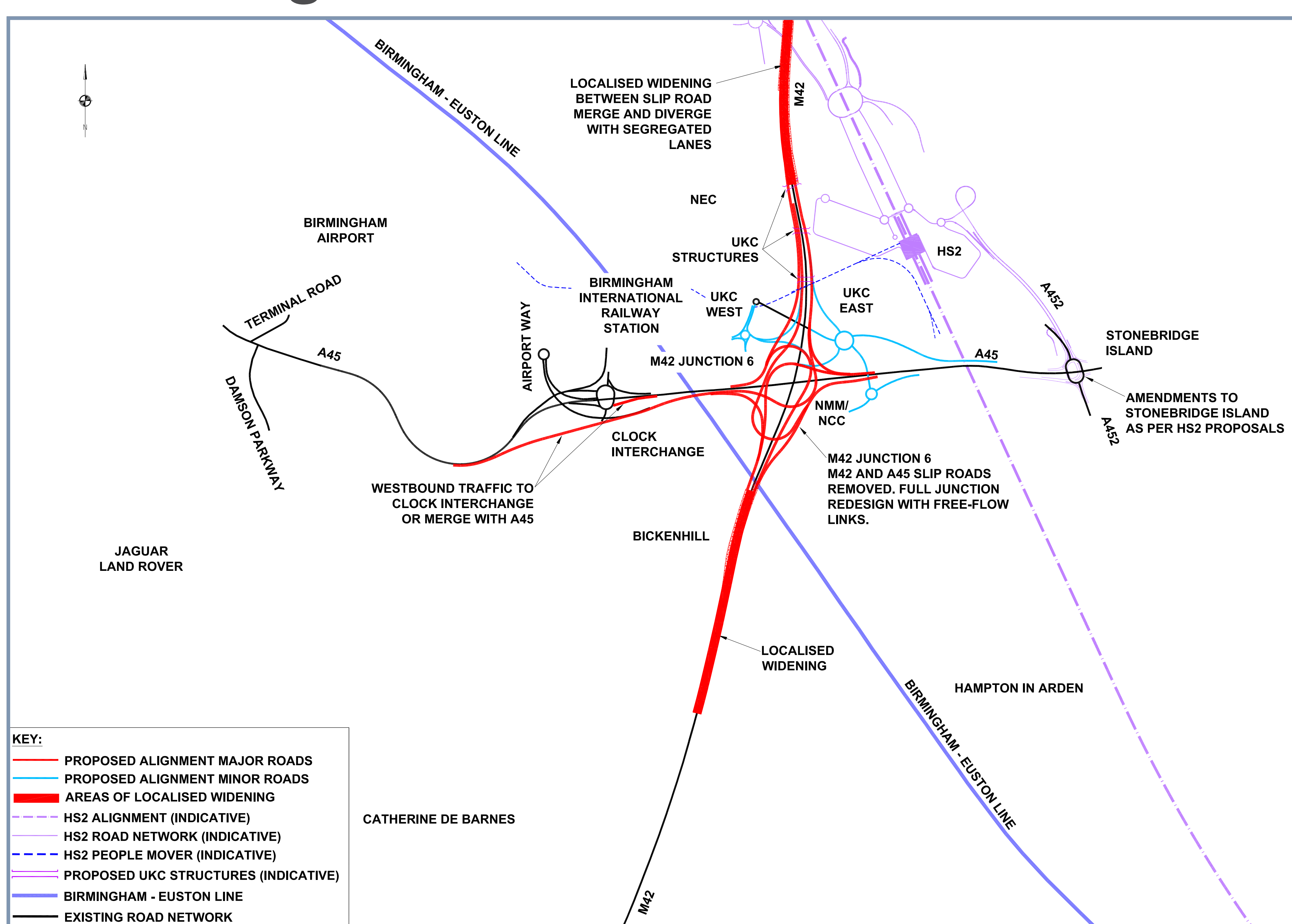
- Significantly exceeds budget; provides very low value for money
- Parallel link roads would have significant effect on green belt
- The eastern link to HS2 development does not provide enough benefit to offset the costs including the effect on local stakeholders
- The western link to A45 does not allow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

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Options considered and discounted

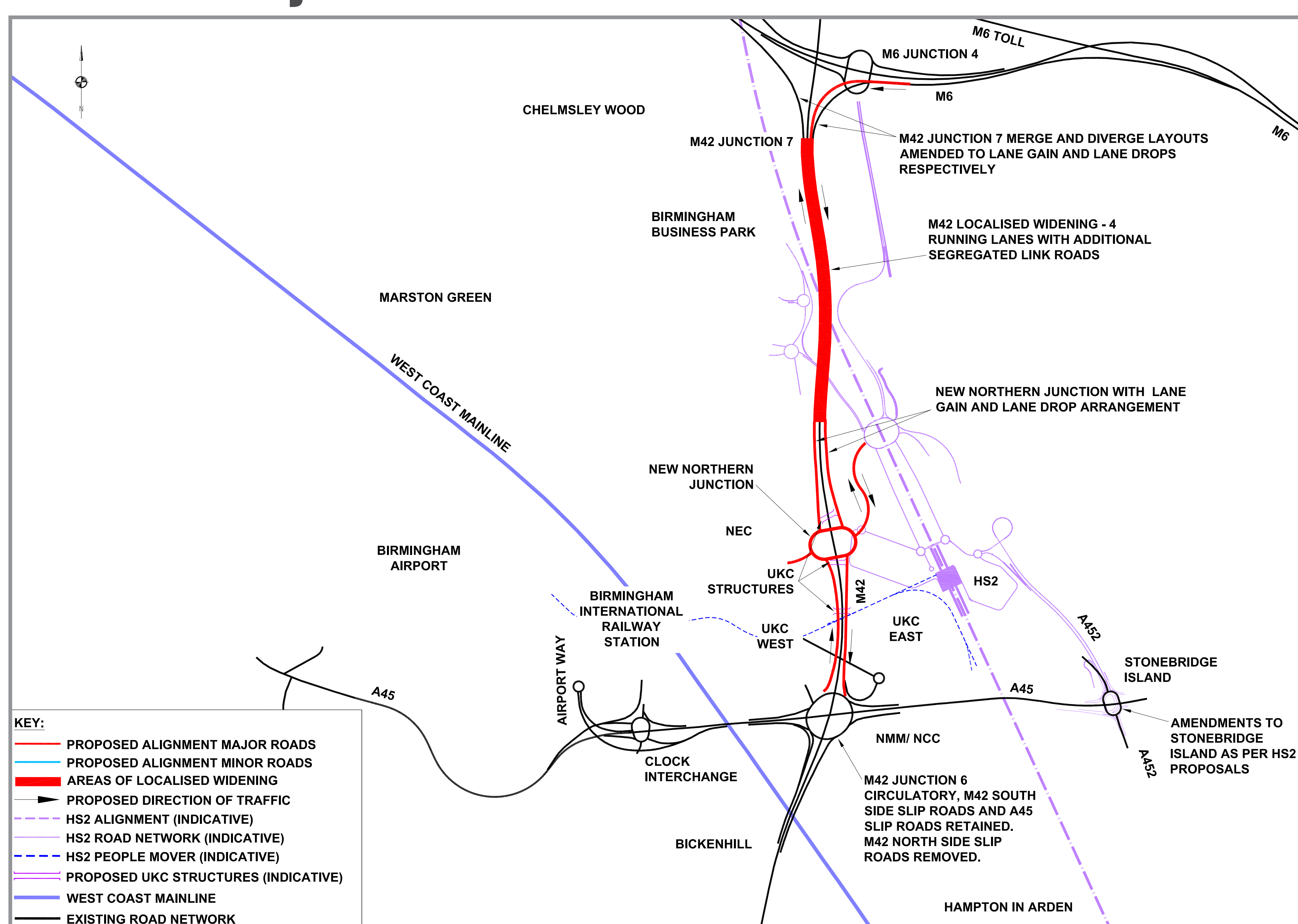
Theme 4 Interchange



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

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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

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