

**From:** [REDACTED]  
**To:** [M42 Junction 6](#)  
**Subject:** Re: Examination of M42 Junction 6 Improvement scheme, ref: TR010027  
**Date:** 02 June 2019 16:55:08  
**Attachments:** [190603 OSS M42 J6 further representation.pdf](#)  
[190603 Summary OSS M42 J6 further representation.pdf](#)

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Dear Ms Allen,

Further to my earlier email, and the Rule 8 letter of May 28, I would like to clarify the points I would like include in the ASI (as shown on the attached map) -

1. FP M107 and spiral off-slip road from A45
2. Airport Way and Clock Interchange eastern overbridge
3. Catherine-de-Barnes Lane and footpath M109
4. Footpath M112
5. Catherine-de-Barnes Lane and footpath M113A.

I hope these points can be considered when the applicant's draft itinerary for the ASI is revised.

In addition, I attach a further (illustrated) written submission on the matters of interest to the Open Spaces Society, and a separate Summary document.

I would be grateful if you would confirm receipt of this email and attachments.

Kind regards,

Richard Lloyd  
Open Spaces Society

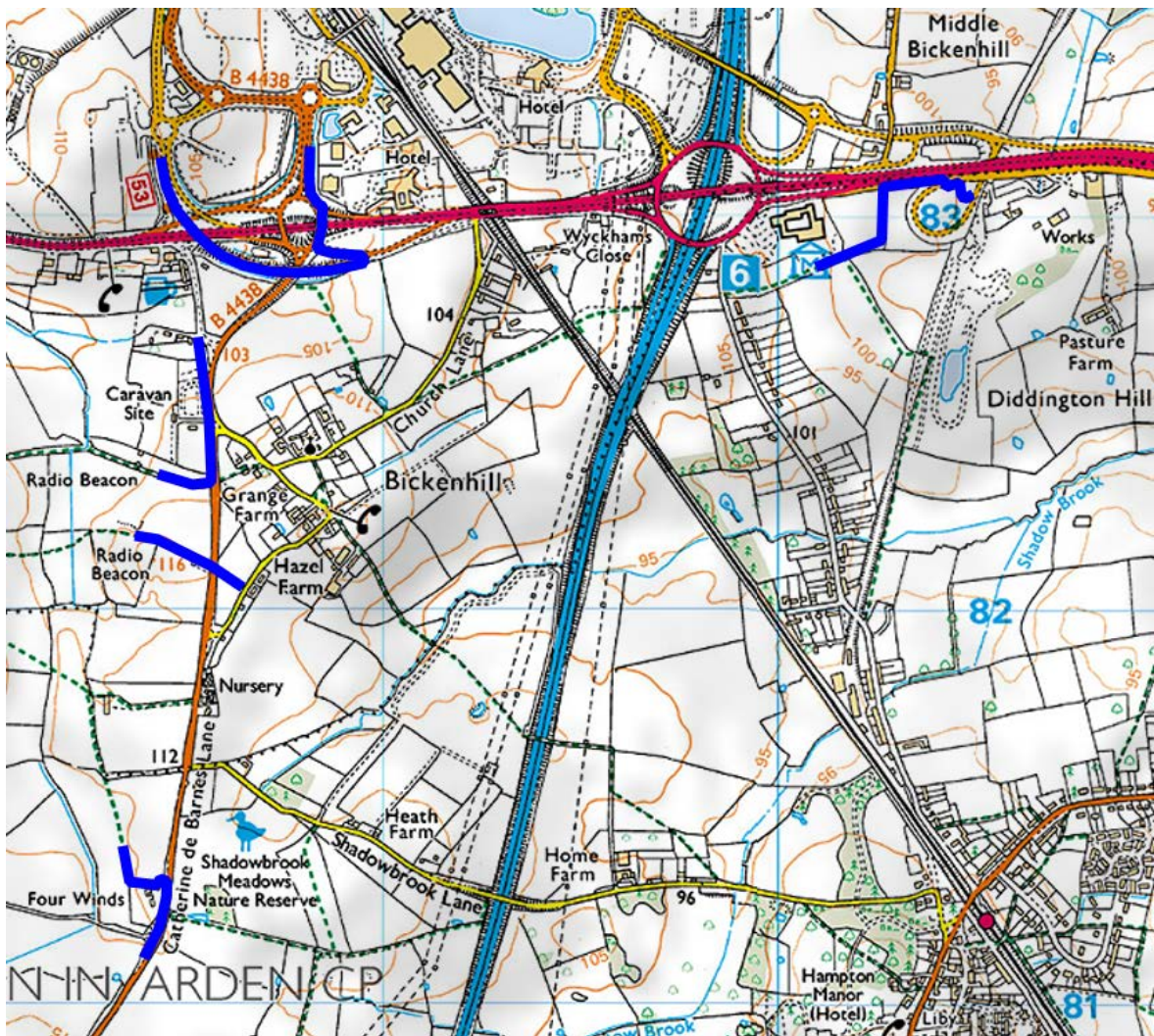
On Thursday, 30 May 2019, 16:13:06 BST, [REDACTED]

Dear Ms Allen,

With regard to matters required by Deadline 1,

1. I would like to speak at the Issue Specific hearing covering Public Rights of Way, which I understand will be included in Principal Issue no. 5.

2. I would like to suggest the 5 locations marked with blue lines on the attached map for Accompanied Site Inspections. These would allow an appreciation of issues concerning Public Rights of Way, and I would like to attend if possible.



3. I understand that the OSS is a statutory consultee and that it is considered an Interested Party.

4. I am happy to receive correspondence electronically.

5. With regard to Written Representations, our summary representation you have on the website dated 25 February 2019 is still valid, but probably too brief to indicate the reasoning behind our requests.

You also have on the website our consultation response of October 2018 which is about 2500 words. It includes various matters which have been agreed or are of minor significance, as well as our main issues.

I'm preparing a fresh written representation which will include a number of photographs. If the text is over 1500 words, I'll provide a summary as well. I'll get this to you by midnight Monday!

Kind regards,

Richard Lloyd  
Open Spaces Society

**Examination of the M42 Junction 6 Improvement Scheme DCO**  
**Planning Inspectorate Ref: TR010027**  
**Open Spaces Society - Additional Written Representation - 3 June 2019**

Richard Lloyd, OSS Local Correspondent, Solihull  
The Open Spaces Society  
25a Bell Street, Henley-on-Thames, RG9 2BA

**Summary** A summary of this representation is available as a separate document.

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## **1. Introduction**

The Open Spaces Society is Britain's oldest national conservation body, founded in 1865. Its aim is to protect, increase, enhance and champion open spaces, common land, village greens and public paths. The general policy is to oppose diversions of Rights of Way, unless there is a clear public benefit.

The Society's interest in the Development Consent Order (DCO) for the proposed Improvement Scheme for Junction 6 of the M42 is restricted to the potential impacts on Public Rights of Way.

Junction 6 is situated where the motorway, running north-south, crosses the A45 dual-carriageway, and provides access to Birmingham Airport, the National Exhibition Centre, and the future HS2 station at Middle Bickenhill.



The proposed scheme includes several kilometres of new road and four new roundabouts, so the potential effects on non-motorised users are significant.

Each section of this representation deals with one aspect of the scheme, with relevant requests for improvements.

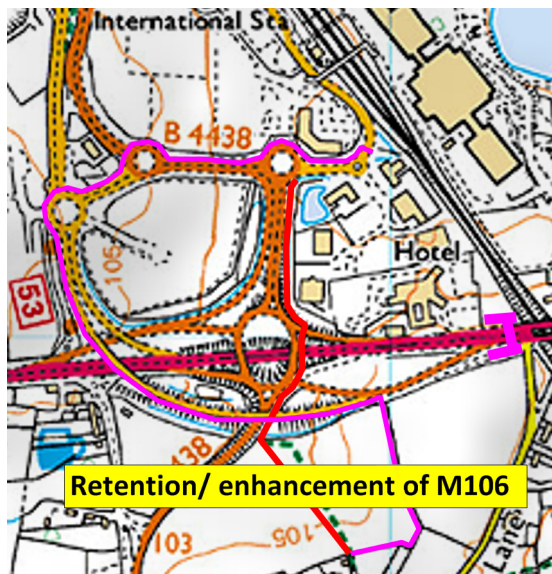
## 2. Retention of public footpath M106 Green Man Trail

### 2.1 Changes sought to the scheme

The scheme proposes changes to the Clock Interchange that entail a major diversion of public footpath M106 and connecting footways. The OSS seeks:

- retention of the footway on the eastern overbridge of the Clock Interchange
- a pedestrian refuge on the eastbound A45 on-slip
- direct routing of the cross-field segment of footpath M106

### 2.2 Current situation of public footpath M106 and its connections



Public footpath M106 and footways alongside the B4438 provide an important link between Birmingham International Station and the extensive footpath network south of the A45 leading to Bickenhill, Hampton-in-Arden, and Elmdon. The station is also a hub for bus services.

(The scheme proposals are shown in pink on the adjacent map, while the desired changes are in red.)

From its start off Church Lane, Bickenhill, the path follows its original line, northwards, across a field.



The Airport Way viaduct, heading west and north from the A45, now blocks the direct continuation of the route. There is a short diversion of 50 m to the west, and then M106 climbs a flight of steps to pass beneath Airport Way.



Airport Way provides a viewpoint from which the path can be seen in relation to Bickenhill Church and the B4438 Catherine-de-Barnes Lane.



North of Airport Way, a wide segregated footway is provided on the eastern overbridge of the Clock Interchange circulatory system.



The only section that is difficult for pedestrians is the crossing of the eastbound on-slip to the A45. The vision distance is less than ideal for traffic coming south on the B4388, and the width is greater than needed for the current two lanes of traffic.



From there, footways continue to the station with dropped kerbs at road crossings. The distance is about 800 m. Much could be done to improve the walking environment, which is poorly maintained and cluttered with utilitarian street furniture.



### **2.3 Effect of Highways England proposals on M106**

The proposal in the Junction 6 Improvement scheme is to divert the route from the eastern overbridge of the Clock Interchange onto the Airport Way viaduct. As shown

on the map in section 2.2 above, this entails an awkward circuitous diversion of footpath M106 around the field edge. The route on Airport Way may be suitable for cycle use, but for pedestrians, it means extended exposure to traffic noise and fumes, as well as the negotiation of three major roundabouts.



In total, the route would be lengthened by a kilometre, adding 15 minutes to the journey, with a considerable loss of amenity and convenience. No detailed analysis of the proposal has been offered by Highways England.

As part of the scheme, a new bridge is proposed across the A45 at Church Lane. Its location is also shown on the map. It would link with the mixed-use route along the south side of the A45, which was improved as part of recent works to replace the rail overbridge.



This is a welcome benefit for the local community and the National Motorcycle Museum, but is badly sited to address the severance of pedestrian routes to the west.

#### **2.4 Proposal for retention and improvement of M106 route to station**

In the view of the OSS, use of the eastern overbridge of the Clock Interchange should be retained for pedestrians. The span is 14 m wide, and it would appear there is unused space available to accommodate an extra lane for vehicle traffic, while keeping the path for non-motorised users.

Alternatively, a dedicated bridge for walkers and cyclists could be added to the existing structure.

Retaining the footway would avoid the laborious detour of the path around the field to the south of the Interchange. An improvement would be to divert the path onto a direct course across the field.

With the proposed widening of the eastbound on-slip to the A45 to three lanes, there is a need for one or two pedestrian refuges between the lanes. This would still be recommended if the three lanes were to be fitted within the current width.

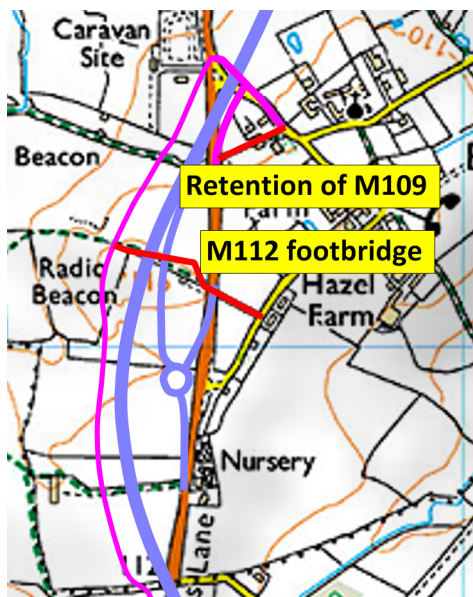
### 3. Public footpaths to the west of Bickenhill

#### 3.1 Changes sought to the scheme

The scheme proposes to sever three footpaths running west from Bickenhill, including the closure of two sections unaffected by road construction. The OSS seeks:

- retention of the segment of footpath M109 between St Peter's Lane and Catherine-de-Barnes Lane
- retention of the segment of footpath M112 between St Peter's Lane and Catherine-de-Barnes Lane
- provision of a footbridge across the new link road on the line of footpath M112.

#### 3.2 Current situation of public footpaths M109, M112, and M113



These three public footpaths are pedestrian routes running west from different points in the village of Bickenhill. From north to south, they are M109, M112, and M113.

(The scheme proposals for a new cycleway and shared use of the St Peter's Lane overbridge are shown in pink on the adjacent map, while the desired changes are in red.)



Footpath M109 connects St Peter's Lane to Catherine-de-Barnes Lane, and then continues westwards and northwards, eventually reaching the A45.



Footpath M112 runs west from St Peter's Lane, across Catherine-de-Barnes Lane, and on to Castle Hills and Elmdon Park.



M112 is the natural extension of a longer distance route from Hampton-in-Arden, made up of public footpaths M121 and M111 and St Peters Lane. It's also popular with aircraft enthusiasts, because of its closeness to the end of the Airport runway.



Further south, M113 leaves Catherine-de-Barnes Lane and runs north-westwards to join M112 at Castle Hills Farm.

### **3.3 Effect of Highways England proposals on M109, M112, and M113**

The proposal is to close 220 m of public footpath M109, and to divert walkers some 170 m along St Peters Lane, across the new overbridge, and then back south 195 m on the proposed bridleway/ cycleway above, and to the west of, the new link road.

Although the proposed diversion is less than ideal, the prolongation of the route by about 150 m is probably not enough to justify provision of a footbridge.

However, there is limited justification for the closure of the 110 m segment between St Peters Lane and Catherine-de-Barnes Lane, which provides a useful short-cut between the two.

M112 would cross both the link road itself and the southbound slip to the Bickenhill roundabout. The scheme proposes to close the path both sides of Catherine-de-Barnes Lane, all the way from St Peters Lane to the intersection with the new bridleway west of the link road, some 280 m.

Bearing in mind the other proposed closures, severance of M112 would have a serious impact on both local and longer distance pedestrian traffic, with a marked reduction in convenience and amenity. This would be counter to the stated objectives of enhancing connections and creating integrated and safe routes for non-motorised users.

The proposed new link road cuts public footpath M113 between Catherine-de-Barnes Lane and the Warwickshire Gaelic Athletic Association site. The severance of this path would affect near-by residents, who would have to use tortuous routes to the north or south to access countryside to the west.

Provision of a footbridge on M113 would be practicable, but there would be less need if connectivity were retained on the paths to the immediate north and south, M112 and M113A.

### **3.4 Proposal for retention and improvement of footpaths to west of Bickenhill**

Ideally, footbridges would be provided for all three footpaths severed by the new link road.

However, given the potential cost, it's felt that providing a single bridge would be a reasonable compromise. The preferred location would be on the middle of the three paths, M112. M109 and M113, to the north and south, could be accessed by use of the proposed cycleway to the west of the new link road. These diversions are less than ideal, but probably acceptable in the circumstances.

The segments of M109 and M112 between St Peters Lane and Catherine-de-Barnes Lane should be retained as useful short-cuts.

Because the new proposed road is in a cutting, the foot overbridge on M112 would not require steps or ramps. However, it would have a total length of 120 m, as it would cross both the new link road and the southbound slip road.

In combination with the improvements proposed for M113A in section 4 below, the provision of a footbridge on footpath M112 would reduce the importance of keeping the short segment of public footpath M113 through the Warwickshire Gaelic Athletic Association field.

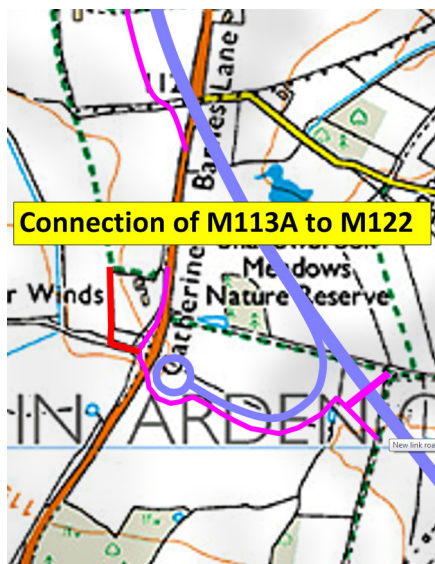
## 4. Connectivity between public footpaths M113A and M122

### 4.1 Changes sought to the scheme

The scheme would stop-up of footpath M122 to the east of Catherine-de-Barnes Lane, and result in considerable walking along roads to reach M113A, its continuation to the west. The OSS seeks:

- diversion of the southern end of footpath M113A to reduce traffic exposure.

### 4.2 Current situation of public footpaths M113A and M122



Footpath M122 runs eastwards from Hampton-in-Arden, to the south of Shadowbrook Lane. It reaches Catherine-de-Barnes Lane a little south of where footpath M113A continues westwards on the other side of the road.

M113A turns northwards and joins M113, thus giving a continuous route from Hampton-in-Arden to Castle Hills and Elmdon.

(The scheme proposals are shown in pink on the adjacent map, while the desired changes are in red.)

Footpath M122 leaves Shadowbrook Lane at its bridge over the M42.



It continues westwards past the Shadowbrook Meadow Nature Reserve.



M122 reaches Catherine-de-Barnes Lane opposite the property Four Winds.



Use of the cycleway allow access to footpath M113A westwards, but exposes walkers to both vehicle traffic and cyclists.



M113A joins M113 and reaches Castle Hills. M113 enters the parish of Elmdon at its crossing of the Low Brook.



#### **4.3 Effect of Highways England proposals on M113A and M122**

The scheme proposes to provide an accommodation bridge, which would serve both the east-west path M122, and the north-south path M123.

However, between the bridge over the new link road and Catherine-de-Barnes Lane, M122 would be displaced southwards to run above the cutting of the northbound on-slip from the new Barber's Coppice roundabout. Walkers would have to negotiate the roundabout and use the Catherine-de-Barnes cycleway to reach the start of M113A westwards.

The scheme would perpetuate the indirect routing of M113A down the side of the property Four Winds before turning northwards across the field.



The two footpaths M113A and M122 provide the primary pedestrian route between Hampton-in-Arden and Castle Hills, and the scheme results in a significant loss of convenience and amenity. The route would be lengthened, with much of the extra distance exposed to vehicle noise and fumes and cycle traffic.

#### **4.4 Proposal for improving the connectivity between M113A and M122**

With few viable routes across the new link road to the north, it's important to preserve the convenience and amenity of this southerly route.

The access to the Birmingham Dogs' Home and other premises would provide a better start for M113A. This access is to be connected to the Barber's Coppice roundabout. The route could then go around the back of the property Four Winds in a direct line.



The difficulties arising from the need to reconfigure the Warwickshire Gaelic Athletic Association site are understood. Only when this basic issue is resolved can the best future line for footpath M113A be determined.

However, the alignment should be based on the principle of minimising the exposure of walkers to traffic, and seeking a relatively direct line between the Barber's Coppice roundabout and M113 north-westwards to Castle Hills.

## 5. Public footpath M107 link path

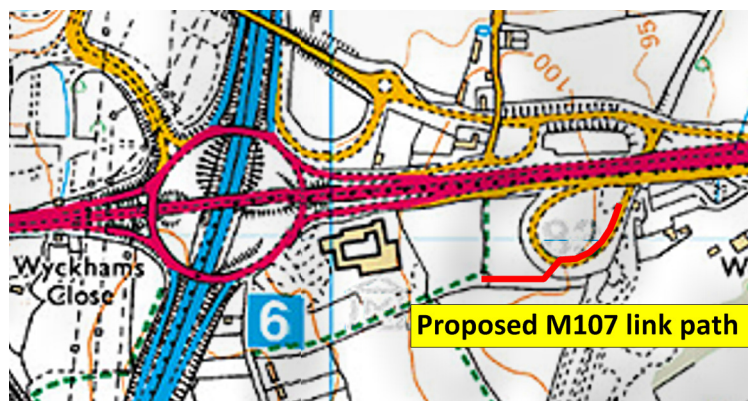
### 5.1 Changes sought to the scheme

The scheme does not address the need to improve pedestrian connectivity across the A45 to the east of junction 6. The OSS seeks:

- an easterly extension of footpath M107, shown in red on the map below
- an additional length of footway along the spiral road from A45 westbound to the Eastway.

### 5.2 Current situation of footpath M107

Footpath M107 is a major east-west pedestrian route running roughly parallel to, and to the south of, the A45. Construction of the M42 resulted in severance of its original



alignment. The path now emerges from Wyckhams Close, west of the motorway, onto the junction 6 circulatory system. The single westbound free-flow lane is crossed first.



The southern overbridge of the junction is reached by crossing the 3-lane northbound off-slip. Traffic signals make this straightforward for pedestrians.



Continuing eastwards involves crossing the 2-lane southbound on-slip. There is no undue difficulty for pedestrians, as traffic in the circulatory system is phased by signals, but care is required as drivers are accelerating onto the motorway.



East of the motorway, pedestrians need to go a short distance south on the closed-off end of Old Station Road, then eastwards south of the National Motorcycle Museum.





Footpath M107 continues eastwards at a junction where M108 branches southwards towards Diddington and Hampton-in-Arden.



M107 then turns northwards through the site of former farm buildings. This section is overgrown but shows evidence of use.



The path terminates on the south side of the A45, where there is a footway, but no safe and convenient crossing of the dual-carriageway.



### **5.3 Proposal for continuation of M107 to a safe crossing of the A45**

As part of the Junction 6 Improvement scheme, the OSS proposes there should be proper provision for pedestrians continuing from footpath M107 across the A45 dual-

carriageway. This can be done fairly easily, as a short distance to the east of the footpath is a spiral road that takes traffic under the dual-carriageway. There is already a footway along part of the road.

M107 could be extended for a total of 130 m along a field edge, and then through a narrow wooded strip to reach the spiral road.



About 150 m of new paving would be needed on the inside of the curve to reach the existing footway under the A45.



On the north side of the dual-carriageway, the footway and road join the Eastway, running into the National Exhibition Centre site.



## 6. Conclusions

The OSS finds insufficient regard for the needs of users on foot in the proposed Improvement Scheme. Policies at national and local level aim to promote non-motorised travel and healthy exercise, but these have not led to measures in the Scheme to make pedestrian routes easy and attractive for people of all ability.

The Improvement Scheme is a very large project that will determine the human geography of the area for many years. Accommodating the needs of walkers would take a tiny part of the overall project cost.

Pedestrian routes should follow a reasonably direct "desire line", and be segregated from vehicles and cyclists as much as possible for reasons of actual, and perceived, safety.

To these ends, the OSS requests:

- retention of the footway on the eastern overbridge of the Clock Interchange
- a pedestrian refuge on the eastbound A45 on-slip
- direct routing of the cross-field segment of footpath M106
- retention of the segment of footpath M109 between St Peter's Lane and Catherine-de-Barnes Lane
- retention of the segment of footpath M112 between St Peter's Lane and Catherine-de-Barnes Lane
- provision of a footbridge across the new link road on the line of footpath M112.
- diversion of the southern end of footpath M113A to reduce traffic exposure
- an easterly extension of footpath M107, and
- an additional length of footway along the spiral road from A45 westbound to the Eastway.

**Examination of the M42 Junction 6 Improvement Scheme DCO**  
**Planning Inspectorate Ref: TR010027**  
**Open Spaces Society - Additional Written Representation - 3 June 2019**

Richard Lloyd, OSS Local Correspondent, Solihull  
The Open Spaces Society  
25a Bell Street, Henley-on-Thames, RG9 2BA

## **Summary**

The full version of this representation contains additional text, maps, and photographs, and is available as a separate document.
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### **1. Introduction**

The Open Spaces Society is Britain's oldest national conservation body, founded in 1865. Its aim is to protect, increase, enhance and champion open spaces, common land, village greens and public paths.

The Society's interest in the proposed Improvement Scheme for Junction 6 of the M42 is restricted to the potential impacts on Public Rights of Way.

### **2. Retention of public footpath M106 Green Man Trail**

Public footpath M106 and footways alongside the B4438 provide an important link between Birmingham International Station and the extensive footpath network south of the A45. The station is also a hub for bus services.

The scheme proposes a major diversion of public footpath M106 and connecting footways. The journey would be much less pleasant and lengthened by 15 minutes. The OSS seeks:

- retention of the footway on the eastern overbridge of the Clock Interchange
- a pedestrian refuge on the eastbound A45 on-slip
- direct routing of the cross-field segment of footpath M106

### **3. Public footpaths to west of Bickenhill**

The scheme proposes to sever the three footpaths running west from Bickenhill, including the closure of two sections unaffected by road construction.

M112 is the extension of a long distance route from Hampton-in-Arden, and is also popular with aircraft enthusiasts, because of its closeness to the end of the Airport runway.

The OSS seeks:

- retention of the segments of M109 and M112 between St Peter's Lane and Catherine-de-Barnes Lane
- provision of a footbridge across the new link road on M112.

Providing a single bridge would be a reasonable compromise. It would not require steps or ramps, but would be 120 m long.

#### **4. Connectivity between public footpaths M113A and M122**

M113A and M122 provide the primary pedestrian route between Hampton-in-Arden and Castle Hills. The scheme would lengthen the route, with more exposure to vehicle noise and fumes and cycle traffic.

With few viable routes across the new link road to the north, it's important to preserve the convenience and amenity of this southerly route.

The OSS seeks a diversion of the southern end of footpath M113A to give a direct line between the Barber's Coppice roundabout and Castle Hills.

#### **5. Public footpath M107 link path**

The scheme does not address the need to improve pedestrian connectivity across the A45 to the east of junction 6. The OSS seeks:

- an easterly extension of footpath M107
- an additional length of footway along the spiral road from A45 westbound to the Eastway.

#### **6. Conclusions**

The OSS finds insufficient regard for the needs of users on foot in the proposed Improvement Scheme. Policies at national and local level aim to promote non-motorised travel and healthy exercise. Accommodating the needs of walkers would take a tiny part of the overall project cost.