

From: [REDACTED]  
To: [M42 Junction 6](#)  
Subject: TRO10027 M42 Junction 6 Improvement Scheme / Following Inspectors' Visit  
Date: 16 July 2019 01:46:52

Hello,

**Please help protect our COMMUNITY....**

I refer to the recent visit of the inspectors and would first of all thank them for their visit and indeed consideration of all relevant parties involved.

My views are as have been submitted by Solihull Council and Bickenhill Parish Council with regard to aspects of the proposed developments and positioning of compounds therefore.

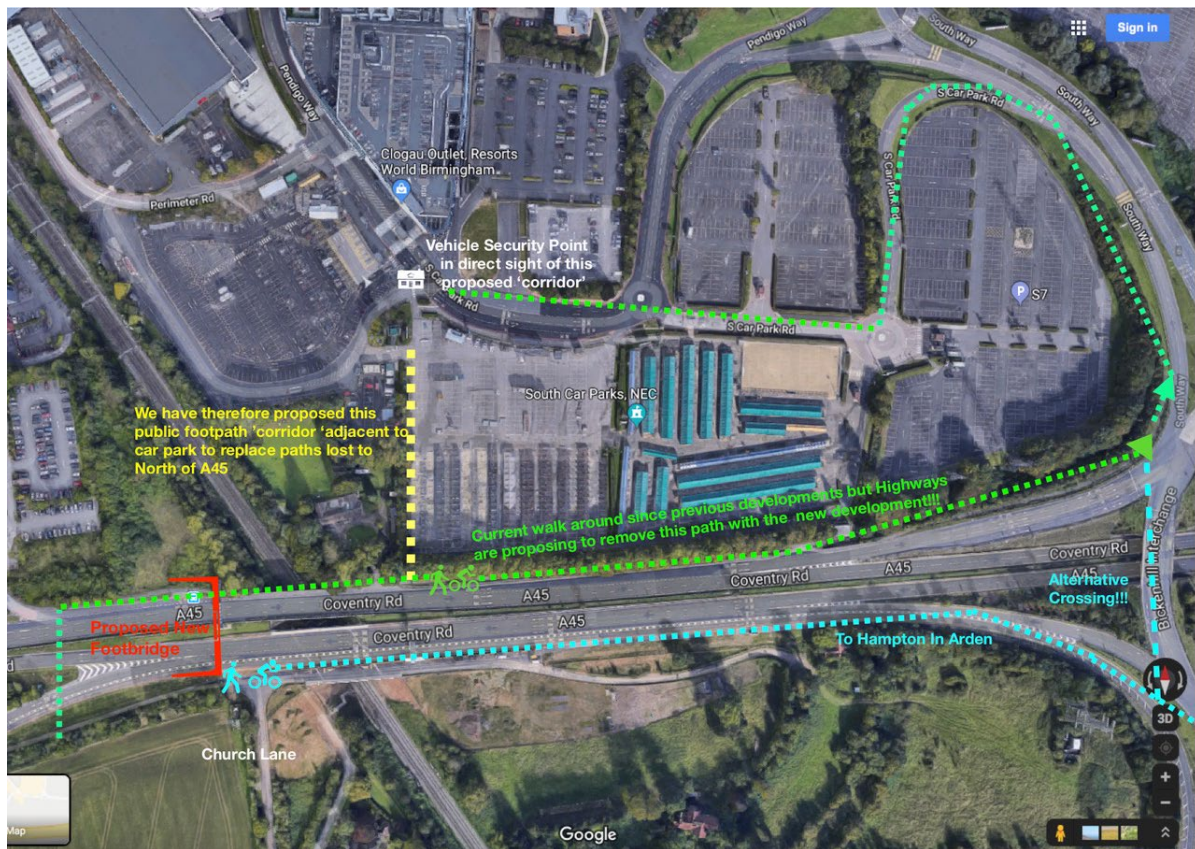
In addition I would highlight that with all that's gone on to serve Birmingham Airport and the NEC etc over the years, we are becoming hemmed in and have been **losing our paths and access in and out of the village which could eventually kill the village once and for all.**

My main point (although some may think of lesser importance) to highlight within our concerns is the proposal to remove the path running alongside the A45 towards the M42 Junction 6 which is currently our (lengthier than used to be) walkway to Resorts World. We propose, as discussed at the visit, that access be provided to the North of the A45 to compensate not only for the loss of that path per map below, but also the loss of community amenities in order to satisfy past road developments.

We have been previously informed that despite SMBC enquiries the NEC refuses to accept this access. We therefore seek assistance of the Inspectors for this to be put to rights.

The proposed access whether fenced either side or an open 'corridor' would be within full direct eyeline of the security point adjacent to the Resorts World Car Park. I have personally looked from that angle when visiting Resorts World and it's clear to see. If they were worried about security (?) a CCTV camera placed on top of the security hut would not be difficult to monitor.





This will enable access to Resorts World and facilities there. It must be remembered that we've lost our large village pub 'The Clock Inn' and General Stores which were demolished to facilitate the diversion of the A45 around the airport runway. We only want access to like amenities to compensate for those previously taken away from us.

We have 3 B&Bs in Church Lane alone that have people stay locally and also for events at the NEC or Resorts World and who in the past would be able to walk to our local pub for refreshments. But now... and in the future under the current proposals, the only option will be to drive out or get a taxi. Monetary and carbon footprint cost!! Repeat customers have already expressed concern. They may lose business and must be protected. In addition The Arden Hotel may also be impacted.

In the meantime the positioning of compounds needs to be thoroughly thought out as not to disrupt in any way what facilities were are still desperately hanging onto.

The below may be superfluous to where we're at now but is what I originally submitted when the plans were first announced.

Thank you for your due consideration.

Philip Clover

### TRO10027 M42 Junction 6 Improvement Scheme Don't hem us in!!

#### History

##### Developments

##### Bickenhill is the Parish.

Yet Bickenhill village has been split away from the rest of the parish instead of being at the heart of it. What was just a negotiable main road A45 between Birmingham and Coventry has since become a widening divide, not only between the north and south of Solihull Borough but casting Bickenhill further and further adrift.

Some years ago I was on a JCC consisting of Birmingham International Airport and local companies at a time that BHX was beginning to expand. I maintained back then that Birmingham Airport should demonstrate that it is a good neighbour to the local community, especially with the backdrop of Bickenhill Church, side by side in harmony.

Yet we now find ourselves becoming completely hemmed in and therefore isolating the future of Bickenhill Village as BHX, NEC, Resorts World, National Motorcycle Museum, Birmingham International Station and local Industrial Estates have developed to such a degree necessitating major road developments of the M42 and A45 which have completely changed the landscape of the area and of the engaging with it - accessing, passing through and leisure.

We feel we have a far greater percentage of population who walk, cycle and walk dogs than in Solihull. We also have many cyclists and walkers journeying through the village as well as regular joggers and ramblers. Not forgetting horse riding - with at least 3 stabling businesses and several private stables. In Church Lane alone we have three B&Bs who receive customers visiting or temporarily working 'across the road', many of whom walk over. We also have people who work 'across the road' who walk through our village at lunchtimes.

##### Loss of Amenities

As the A45 has become widened to service all these thriving businesses:

We have lost our pedestrian crossing points adjacent to the end of Church Lane.

We have lost the footpath on the M42 Island (south to north) and into the NEC complex.

We have lost our bus stops despite protests - particularly the stop for Birmingham at the end of Church Lane that serviced the village and The Arden Hotel.

We have lost our local Clock Inn pub and restaurant.

We have lost our Post Office and General Stores.

We have lost two access points by road onto the A45 ... from Church Lane and Clock Lane - yet we have drivers looking for the NMM whose satnavs bring them down here!!! (Who is responsible for notifying the Satnav companies - councils or Highways?)

We have lost our rights of way across the A45.

We have lost out on our paths and roads being maintained as they used to be following previous developments. This is particularly important as we have mothers with pushchairs, a guy on a mobility scooter, elderly people and young children on bikes.

The footbridge over, and underpass under the railway have been closed for quite a while in Station Link Road which used to be most useful for getting into concerts.... it all adds up.

We have gained taxis and drivers waiting to pick up airport passengers who park on our grassed areas (making a muddy mess!!) and obstruct dangerously our narrow winding roads or under the Clock Island bridge. Ignoring the Highway Code.....

We have people who leave their vehicles on our roads and pavements and verges and outside our houses as they go on holiday for two weeks at a time or to regularly work abroad every other week.... and then we can't get the hedges or verges cut!

We have gained 'desperate' drivers (mainly taxi drivers) brazenly weeing in our gateways or hedges and in many cases defecating gateways and public footpaths.

We have gained more litter being dropped by the above.

We must be afforded parking restrictions and a more flexible facility for pick-up taxi waiting at Birmingham Airport - WITHIN Birmingham Airport!!

We are becoming a dumping ground!!

Having taken over the area and taken so much away, it is so plainly evident that the developments over the years have benefitted to serve our 'intrusive' neighbours.

We now look to those neighbours who are major stakeholders and beneficiaries of the road schemes to give something back to Bickenhill Village - their founding community (!!!) in the way of protection and accessibility .... to replenish our once-had amenities particularly on foot, by horse and by cycle.

### **Impact of Plans**

#### **Footpaths / Cycleways**

Footpath over Clock Island being made into extra traffic lane = no footpath.

An extra 800m walk from end of Church Lane just to get to the initially proposed NMU but how does one get back to Arden Hotel, petrol station/local shop or bus stop for Coventry (which are only 100m from the end of Church Lane) without going up to Bird Island, onto Bickenhill Lane, down towards the station then back up the hill to the Clock Island and back onto A45 - effectively over 2000m (nearly a mile and a half in old money) just to cross the road!!!

A dedicated lane for the M42 North impacting any path on the other side of the A45 and especially making it seemingly impossible to negotiate the M42 island on foot from either Bickenhill or Hampton-in-Arden over and into the NEC complex.

#### **Roads**

Carbon footprint impact! An extra 2500m on our journey across the A45 (4100m more for some of us compared to five years ago). In general this is not too bad but the road sections are still too close together and all still inevitable to become crowded because of the overall industrial schemes on the agenda for HS2 and JLR Industrial areas.

I would have had a link from the JLR zone to/from directly link into the new junction. This would take traffic from Birmingham, JLR, Cargo Airport away from the Clock Island and M42/A45 island. I think this will be inevitable in the future.

The A446 will still be a problem... and this impacts **Birmingham Business Park**.

30 years ago or so there was an **eastern by-pass proposal for Balsall Common** as set out in a **SMBC Unitary Development Plan** but this was never completed... and this would be an essential relief road to complement the plans.

**The new M42 junction coming up from the south should only be signposted for Birmingham International Airport, Birmingham International Railway Station, Birmingham, Solihull North and JaguarLandRover** because we don't want NEC destined traffic to clog up the Clock Island!!! Electronic signposting can be utilised to divert traffic onto the new road but only if there is congestion at junction 6.

**Getting traffic away is the biggest problem. The stakeholders have an obligation to have effective traffic management in place to complement any road developments - such as traffic officers and clear diversion alternatives through either manual or overhead electronic means.**

### **Justifiably Desired**

Bickenhill is a place to live and work, leisure, = A **Community**.

**There needs to be pedestrian/cycle access to mutually benefit each of:**

- Bickenhill Village (via Clock Lane and Church Lane points)
- Hampton-in-Arden (Old Station Road)
- Catherine de Barnes
- B&B Businesses in Bickenhill
- Public footpaths / cycle ways on east of Clock Island
- The Arden Hotel
- Petrol Service Station/Shop
- Birmingham International Airport
- Birmingham International Station
- NEC Complex and hotels
- Resorts World - shops, leisure, lake and bars
- National Motorcycle Museum
- Elmdon Trading Estate
- Starley Way
- Birmingham Business Park
- Bus Stops

Each of the above are linked in that a number of people visit or work at some or all of these locations within walking or cycling distance of each other where these accesses were once-upon-a-time existing across the area.

Continue with existing footpath into the airport when merging new direct airport link road and retain access from Clock Lane.

New footbridge (linked to overhead signage?) or traffic lights across A45... adjacent to end of Church Lane or new footbridge at Clock Island alongside the section being widened to 3 lanes.

Footpath / cycleway access (between A45 railway bridge and M42 slip road) to cut through from A45 into NEC car park area or around it (as footpath from M42 island does not look to be feasible) - to complete **COMMUNITY** access across A45 to above locations.

If NEC is concerned about security, please negotiate for an entry into the perimeter of the car park in full view of their 24 hour manned security gate, boarded either side with barbed wire. A camera at security can be permanent homed in on that entry point, so anyone can be watched all the way with an electronic gate to buzz security we'll pay for a corridor.

It looks like the new direct access lane to the M42 North will cut across a corner of the NEC land? There must surely be a way to sneak a footpath in there somehow if we can't be granted our requested (and justified) access even if it's only to their boundary?

**We trust the trees alongside the A45 will be safe in view of the direct access lane to the M42 North**