

**Examination of the M42 Junction 6 Improvement Scheme DCO  
Planning Inspectorate Ref: TR010027**

**Open Spaces Society -  
Additional representation for Deadline 5, 16 September 2019**

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**1. Discussions with Highways England/AECOM**

The OSS met with AECOM on 6 September to discuss the details of how earlier requests could be implemented. There is still further design work to be done before the analysis of alternatives can be considered complete.

In addition, previous responses from Highways England need to be examined with care, in order to demonstrate there has been an appropriate level of response to the needs of Non-Motorised Users.

**2. Clock Interchange A45 westbound on-slip**

The Society welcomes the confirmation this will be retained at 2 lanes.

In addition, signalisation of the interchange will make this section easier and safer for pedestrians to cross, despite the absence of a dedicated signal.

**3. Clock Interchange A45 eastbound off-slip**

The Society notes the revelation that local widening to 3 lanes is proposed. Highways England has not submitted a plan showing why the pedestrian crossing point could not be moved upstream, to stay on a 2-lane section.

It is considered that signalisation would make this section easier to cross.

**4. Underpass beneath Airport Way**

The response from Highways England on the provision of a direct and convenient pedestrian connection between footpath M106 and Birmingham International Station is disappointing. This should have been a key element in the design specification for development of the Scheme.

The width constriction of the current Catherine de Barnes Lane underpass is understood, but no detail plan has been presented to support the assertion that the space rules out retention of the present footway.

The proposed new link road passes under Airport Way at an angle, so it is only at one corner that the width of the footway is impinged. A narrowing would be very local, and should not be dismissed as unacceptable without thorough investigation and justification.

If retention of the footway is demonstrably impractical, then a full investigation is required of a dedicated underpass beneath Airport Way. This would put M106 back on

its original alignment, which would be shorter, more convenient, and with less environmental impact.

## **5. Clock Interchange eastern span**

Having studied the response from Highways England, the Society asks that the Examining Authority require the exchange of detailed dimensional information. The space for a footway is very modest, and options such as attaching the balustrade to the edge of the concrete deck, rather than the surface, would provide up to 500mm of extra width.

Similarly, the barrier on the inner verge could be reconfigured.

The possibility of a small lateral extension to increase the width for a footway has not been studied. A lightweight structure would impose minimal loading on the decking.

It is standard for pedestrians to walk adjacent to deformable crash barriers, and the risk of injury, thereby,

is too remote to justify additional space allocation.

## **6. Proposed overbridge for footpath M112**

Highways England has asserted that the footbridge would require a supporting column, and that this would require a major re-alignment of the proposed link road, in order to provide safe driver vision.

It would be helpful if plans were provided to support the argument.

However, examination of the vertical profiles of the link road, off-slip, and the adjacent terrain suggests that there would be no headroom issue, and no encroachment on flightpath clearance, if the footbridge were moved south by 50 metres.

This would obviate vision difficulties and provide a better line for the footpath.

Consequently, there is clear need for further engagement and detailed design to resolve this issue.

## **7. Proposed improved route for footpath M113A**

Highways England does not appear to understand the adverse connection between footpaths due to the proposed changes and roundabout at the southern end of the scheme.

Proper priority should be given to maintaining and improving pedestrian routes, particularly when there are low cost changes that would reduce the overall land-take for Public Rights of Way.

## **8. M107 link to Eastway spiral**

The Society welcomes the improvements to the provision of cycleways along the A45. However, the needs of users on foot are different, and it is inappropriate to trade-off benefits between the two classes of user.

High importance should be attached to options that remove walkers from proximity to vehicle traffic, such as the short link path proposed by the Society.

## **9. Impact of OSS proposals on foliage/habitat**

The Society does not accept that any of the proposals made earlier would have a material impact on the environment.

The proposed link path from M107 to the Eastway Spiral could be offset by closure of the section of the path terminating on the A45.

An underpass for M106 beneath Airport Way would give an environmental benefit, as it would replace a significant section of the current route of M106.

## **10. Conclusion**

The Open Spaces Society requests the Examining Authority seek the further engagement and work, outlined above, from the Applicant, Highways England.