

Dear Case Team,

**RESPONSE TO EXAMINING AUTHORITY'S SECOND WRITTEN
QUESTIONS- Deadline 4 Submission**

Firstly I must apologise for this late submission to Deadline 4 responses but hope that our submission may be given consideration.

We write to express our support to Axis's response EXQ2 ref 2.1.4 in Applegreen's response dated 16-8-19 and in its conclusion that the free flow diagram incorporated into the response more than adequately shows the type of junction verbally described by David Cuthbert at the 1st hearing .

After much discussion we do recognise that a free flow scheme could be amended to include a mini roundabout type feature on the south side of the M42 which would reduce the speed of traffic about to enter the southbound slip, assist in reducing the overall land take that a free flow system requires ,and potentially reducing cost. There would be no requirement for a roundabout at the top of the north bound exit slip.

We also support Applegreen's response to 2.1.5 of the same document and the conclusion reached.

We fully appreciate that the potential MSA at Jct5a is not subject to this DCO. However we do believe it is appropriate to point out that the dumbbell -type roundabout arrangement does allow access to and from the MSA from LOCAL roads. This has severe implications we feel as and when the M42 experiences heavy congestion. A free low arrangement eliminates this potential risk .

We refer to Solihull MBC's response to question 2.1.5 in their letter dated 28th August . We challenge the statement that" *there would be no vehicular connection to the local road network*" With a dumbbell type junction access o the MSA is possible rom the local road network. In fact instead of being an on-line MSA which the original Pegasus documents state the MSA becomes an offline MSA by virtue of the new link road and its connection to local roads.

We maintain that this design is the ultimate in being a compromised solution which is severely impairs its sustainability in performing it main function long term



Catherine-de-Barnes Residents' Association

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function of relieving traffic at Jct. 6 any other role it plays
threatens its sustainability.

David Cuthbert- Chair

For and on behalf of Catherine de Barnes Residents
Association

15th September 2019