


Open Spaces Society   
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 Local Correspondent - Solihull

M42 Junction 6 Improvement Project  
 Planning Inspectorate TR010027  
 Issue Specific Hearing on living conditions  
 1 October 2019

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### Preliminary engagement 2018

- February - addressed full council meeting SMBC
  - 6 public footpaths severed, tortuous diversions along roads
  - Policy P18: health and well-being; high quality, safe, and convenient walking/ cycling network
  - requested engagement with footpath users
  - “not finalised, HE happy to consider alterations”
- October - responded to Highways England
  - errors on routes of M106, M107, and M123
  - 5 main issues

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### Engagement 2019

- written representation to ExA June 2019
  - full details, illustrations, and maps
- response to ExQ2 1st September 2019
  - policy basis for non-motorised routes
  - direct route to International station
- additional representation Deadline 5, 16 Sept 2019
  - **further engagement and detailed investigations**

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### Definitive map



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### Pedestrian route to International Station

- direct segregated access to footpath network
- indirect and unattractive alternative offered
- essential in absence of (longer) new route via Church Ln & footbridge



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### Retention of public footpath M106 Green Man Trail

- underpass beneath Airport Way
  - skew of link road means very short pinch point
  - review detail layout
  - or separate subway 2.3 m x 2.3 m
- Clock Interchange eastern span
  - width needed for extra vehicle lane
  - review detail design of balustrade fixing
- Clock Interchange A45 slip roads
  - signalisation: crossing easier and safer

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### Local width restriction - Scotland



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### Public footpaths to the west of Bickenhill

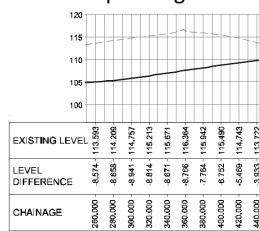
- M112 is most important of three E - W footpaths
- flat overbridge proposed across cutting
- HE cite problems with central column location
- move 50 m south



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### Proposed overbridge for footpath M112

- level of Southbound Diverge Slip (Work 9) is parallel to ground level at 116 m spot height
- cutting 8.7 - 8.9 m
- location has no effect on aerodrome clearance
- review detail layout



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### Connectivity between public footpaths M113A and M122

- M122 and M113A give direct route Shadowbrook Lane NW to Elmdon
- scheme diversion with road traffic & cycle exposure
- simple diversion of M113A improves amenity and land use



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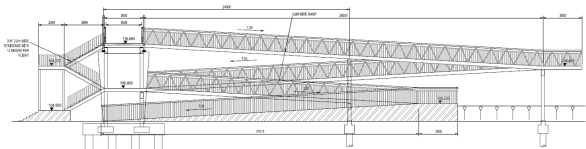
### Public footpath M107 link path

- improved cycleways along A45 welcomed
- unsuitable for foot traffic - different needs
- retain and improve M107
- (possibly) close FP spur to A45



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### NMU link to International Station



- "route A" replaces M106 but: amenity? convenience?
- M106 preferred: level and unenclosed
- footbridge has 6 metres climb = 45 steps or 150 metres ramp, each side
- 70 metres across

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Further engagement and detailed investigations

- review lateral space of Work 7 beneath Airport Way
- investigate subway under Airport Way
- review lateral space on E span of Clock Interchange
- review layout of 2-span M112 overbridge at diverge of Work 9 from Work 7
- reassess M113A diversion round *Four Winds*
- reassess off-carriageway M107 and Eastway link

Thank you

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