

**M54 to M6 Link Road**

**TR010054**

**Volume 5**

**5.2 Consultation Report Annex**

**Annex A: Options consultations and preferred  
route announcement brochures**

Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

January 2020

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

**M54 to M6 Link Road  
Development Consent Order 20[ ]**

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**5.2 Consultation Report Annex  
Annex A: Options consultations and preferred  
route announcement brochures**

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<b>Regulation number</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010054
<b>Application Document Reference</b>	5.2
<b>Author</b>	M54 to M6 Link Road Project Team and Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	January 2020	DCO Application

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## A1 2014 non-statutory consultation brochure

Link road route  
Public Consultation **M54-M6/M6** <sup>Toll</sup>  
Options







# Introduction

The Highways Agency is developing a new road scheme to provide an improved link between the M54 and the M6 north and M6 Toll.

The current signed route for M54 traffic heading north uses the A449 from M54 junction 2 up to the A5, joining the M6 at junction 12. There is no signed route to the M6 Toll from the M54. Traffic heading for the M6 north and the M6 Toll diverts at M54 junction 1 on to the A460, past the villages of Featherstone and Shareshill then through M6 junction 11. This causes delays, congestion and safety issues.

Improving the link between the M54 and the M6 and M6 Toll will:

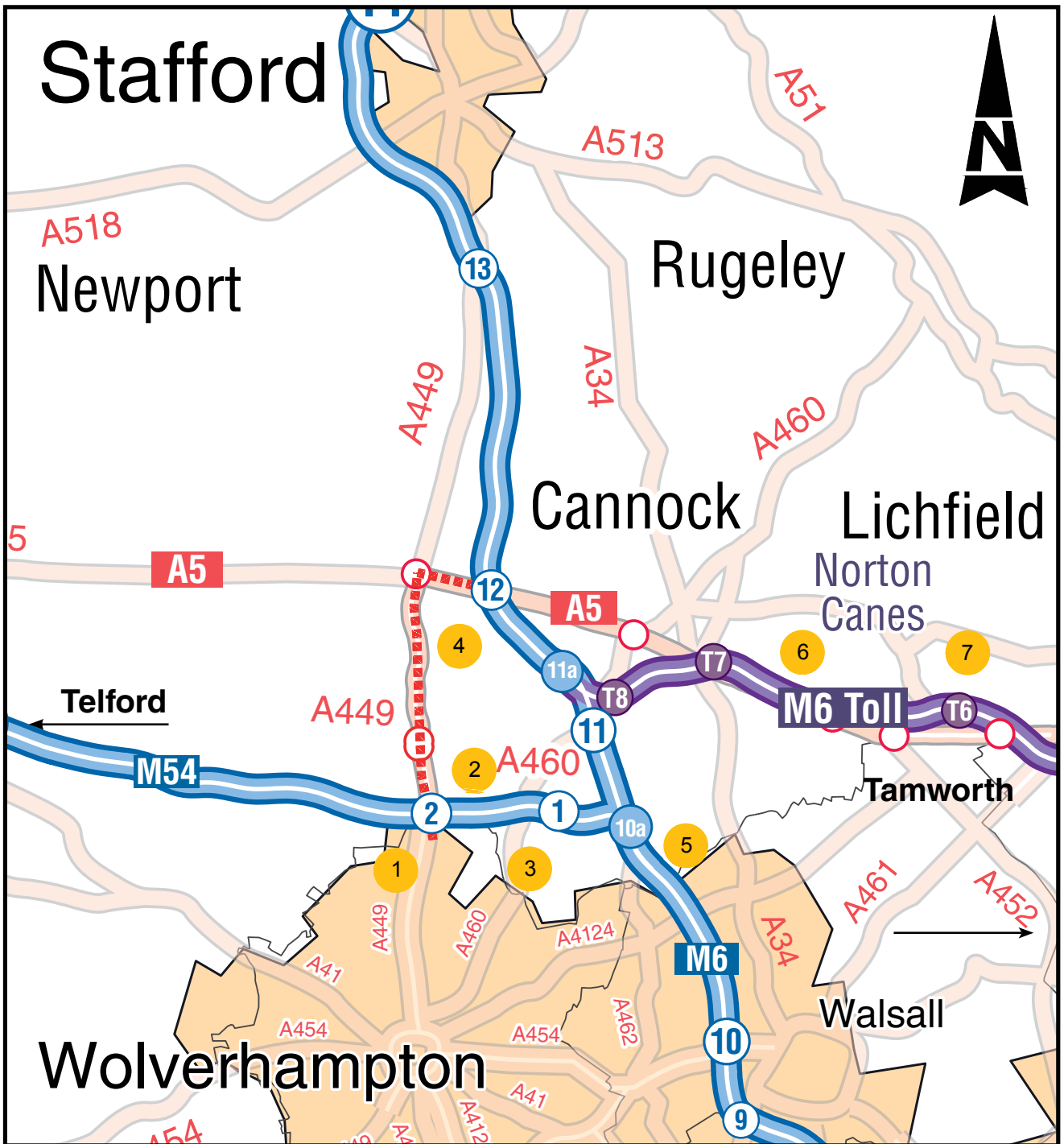
- Relieve traffic congestion on the A460, A449 and A5 providing more reliable journey times and making life easier and safer for businesses, commuters and local traffic.
- Improve safety and reduce driver stress: keeping the right traffic on the right roads, separating local community traffic from long distance and business traffic.
- Reduce volumes of through traffic in villages, particularly heavy goods vehicles, improving local community access across the busy road.
- Create a better traffic flow and improve routes for east-west and north-south traffic, supporting local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth. Key development sites are illustrated on the map on page 4

In addition, the scheme must provide good value for money.

We have developed three route options which meet community, investment and road users' needs and would like your views on these proposed options.

Once the results of this route options consultation are known, we anticipate that the preferred route will be identified and announced in early 2015. We will then protect the route against other forms of development taking place while more detailed design work is undertaken.

This road project is classified by the Planning Act 2008 as a nationally significant infrastructure project, which means that the Highways Agency is required to apply for a Development Consent Order (DCO). We will hold a further consultation following preferred route announcement before developing the design of the preferred option and a DCO application is submitted. The Planning Inspectorate will then seek the views of the public before carrying out a detailed examination and advising Government on whether or not the scheme should proceed.



Current signed route for M6(N) from M54

- 1 i54 DEVELOPMENT
- 2 ROYAL ORDNANCE DEVELOPMENT
- 3 HILTON CROSS (FOR BP TRUCK STOP) DEVELOPMENTS
- 4 GRAVELLY WAY DEVELOPMENT
- 5 ESSINGTON BRICKWORKS DEVELOPMENT
- 6 KINGSWOOD LAKESIDE DEVELOPMENT
- 7 BURNTWOOD BUSINESS PARK DEVELOPMENT



# Why do we need this scheme?

Accident rates on the main routes used between the M6 and M54, the A449 and A460 through Featherstone are higher than the national average for these categories of road.



On the A460 there are six junctions connecting to local roads within a short 1.5 mile (2.5km) length and numerous properties, businesses and field entrances which have direct access onto the road. Additionally, traffic lights, pedestrian crossings and bus stops designed to manage local traffic create conflicts between local needs and the through movement of freight traffic. The A460 currently carries about 25,000 vehicles per day with heavy good vehicles making up about 10% of this figure.

The A449 / A5 is the signed route to the M6 north with properties and field entrances which have direct access onto the trunk road. The junction at Gailey roundabout has queues at peak periods.

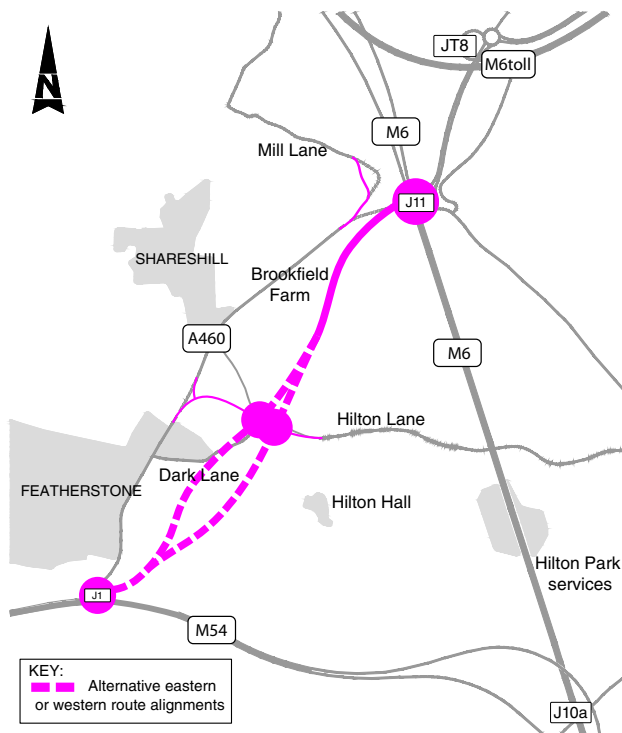
## **Challenges for long distance and freight road users:**

- Motorway traffic is caught in, and contributes to, congestion at roundabouts, traffic lights and junctions along the A449, A5 and A460 resulting in delays and longer, less reliable journey times.
- Long distance and local traffic is mixed, with conflicting priorities; local journeys with frequent stops and making right turns into junctions and accesses impacts on traffic wanting to re-join the motorway network quickly and smoothly.

## **Challenges for local road users:**

- Additional freight and long distance traffic results in delays and queues.
- High traffic flows on the A460 and A449 make it more difficult to cross these routes in a vehicle or as a pedestrian or cyclist.
- The high percentage of freight traffic of up to 10% on the A460 between the M54 and M6 impacts the local community with additional noise, congestion and disruption.

# Option A

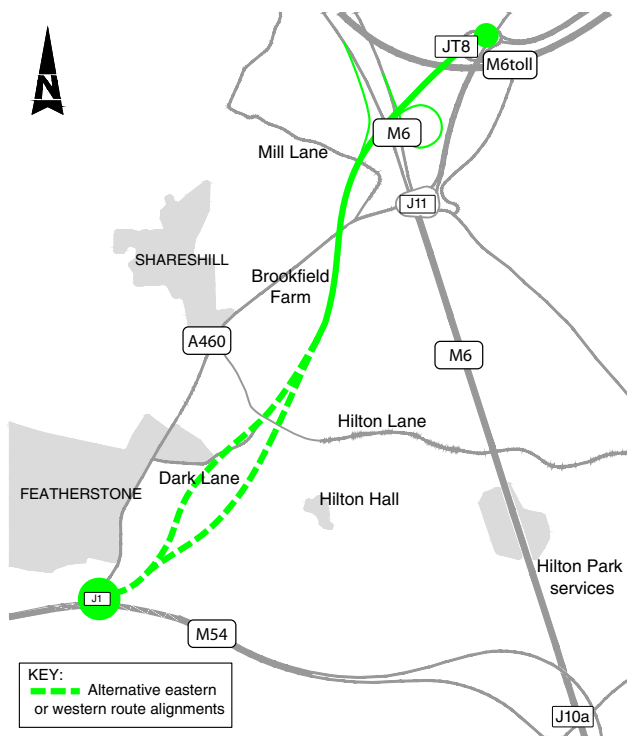


This option would provide a new road between M54 junction 1 and M6 junction 11, covering approximately 1.5 miles (2.5 km).

- The proposed route would bypass the villages of Featherstone and Shareshill, and be sited to the west of Hilton Hall.
- There would be a single junction on the new road to allow local traffic to access the link road from Hilton Lane.
- There would be no access from the existing A460 to M6 junction 11 on the west side of M6 as this would be removed to move through-traffic to the new road. There would be a new local access road built to Mill Lane for local residents.

- We predict that Option A would reduce traffic on the A449, with all long distance and freight traffic on the existing A460 through Featherstone moved onto the new link road.
- There are two routes proposed for this option: eastern or western, and these are covered later.

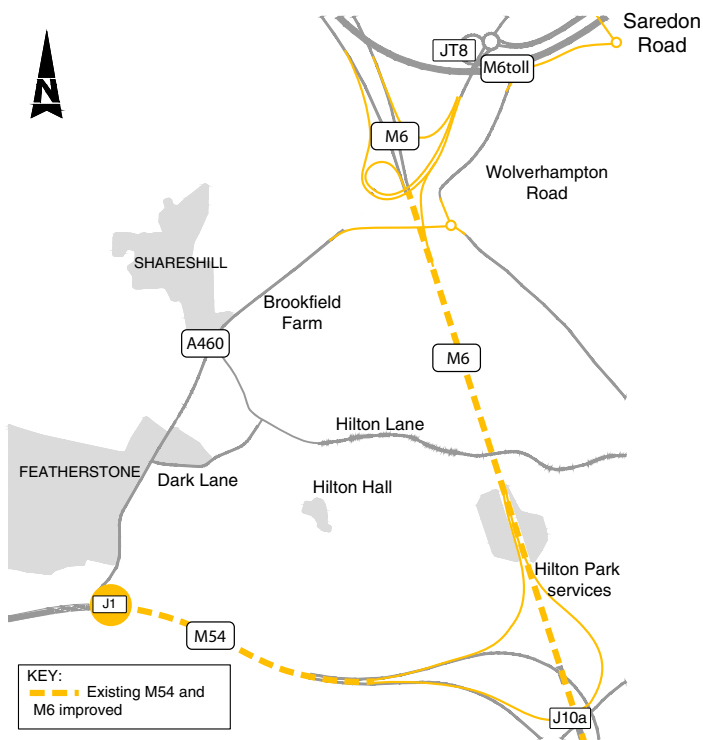
# Option B



This option would provide a new road between M54 Junction 1 and the M6 and M6 Toll.

- The link would follow the same route as Option A, bypassing the villages of Featherstone and Shareshill, and be sited to the west of Hilton Hall.
- The new road would then link directly with the M6, north of Junction 11 and with the M6 Toll at Junction T8. This additional link to Junction T8 would be approximately 0.6 miles (1km), giving a total length of approximately 2.2 miles (3.5km).
- M6 junction 11 would be unchanged by this option with local access to the M6 and M6 Toll remaining the same.
- We predict that Option B would reduce traffic on the A449 with traffic on the existing A460 through Featherstone significantly reduced.
- There are two routes proposed for this option: eastern or western, and these are covered later.

# Option C

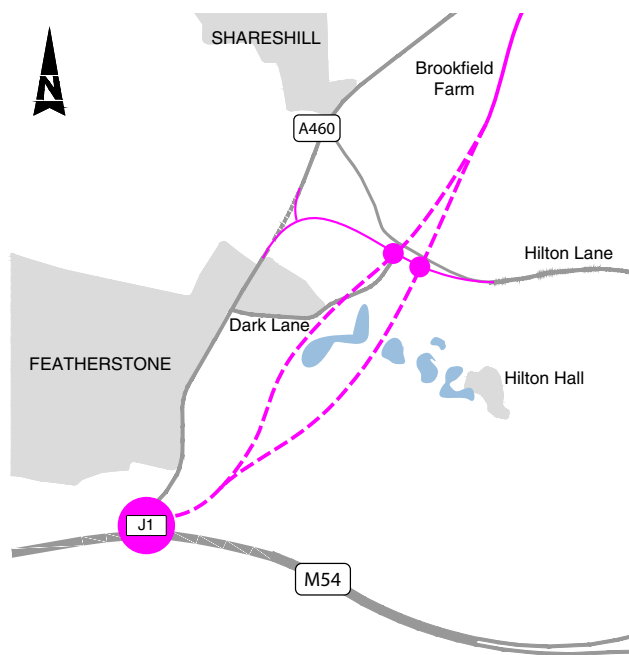


This option would widen the M54 from Junction 1 to the M6, providing extra capacity through an additional traffic lane in each direction.

- New slip roads would be constructed at M6 junction 10a to provide links to and from the M6 north.
- The existing hard shoulder would be converted to a fourth traffic lane between M6 junction 10a and 11.
- Access roads to Hilton Park Services would be modified as part of the scheme and access to the services will be maintained throughout construction.

- M6 junction 11 would be demolished and replaced by a new junction 11 further north, linking to the M6 Toll junction T8. The distance travelled between M54 junction 1 and M6 Toll junction T8 would be greater than Options A and B at 3.4 miles (5.5km).
- The A460 would cross the M6 on a new bridge, linking in to the A462 and Wolverhampton Road, with a new local road provided to Saredon Road for local destinations north or east.
- We predict that overall traffic reduction on the A460 through Featherstone would be lower than the other options. This is because the A460 will remain attractive to some road users primarily due to the longer distance covered by following Option C along the M54 to the M6.

# Eastern or Western route



Both these proposed routes are being considered for Option A and Option B. We would welcome your local input and views on these routes.

## Western Route

- The link road would cross Hilton Park passing to the west of the ponds, closer to Dark Lane, and to the east of Brookfields Farm buildings.

## Eastern Route

- The link road would cross Hilton Park passing between the ponds and to the east of Brookfields Farm buildings.

# The Environmental Impact

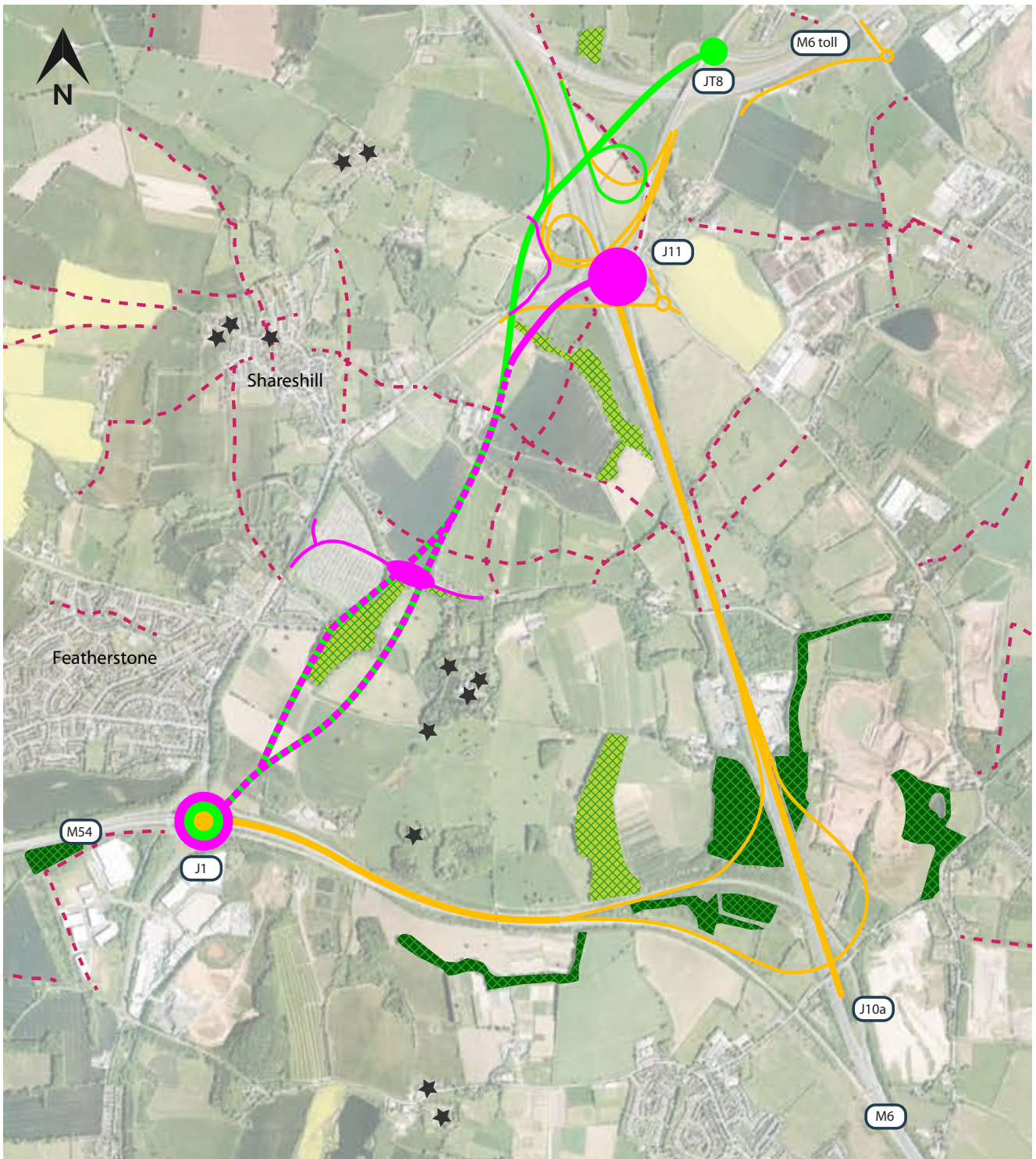
We attach great importance to the environment and the route options developed minimise the environmental impact where possible. This plan maps out all the proposed route options and the important environmentally sensitive areas.

A team of environmental specialists is working very closely with the design team and is involved in all the key decisions. An environmental assessment will be carried out so that we can compare the effects that each option would have on the environment. As the scheme design develops further we

will be sensitive to the local environment. Steps will also be taken to safeguard water quality, local ecology and cultural heritage sites.



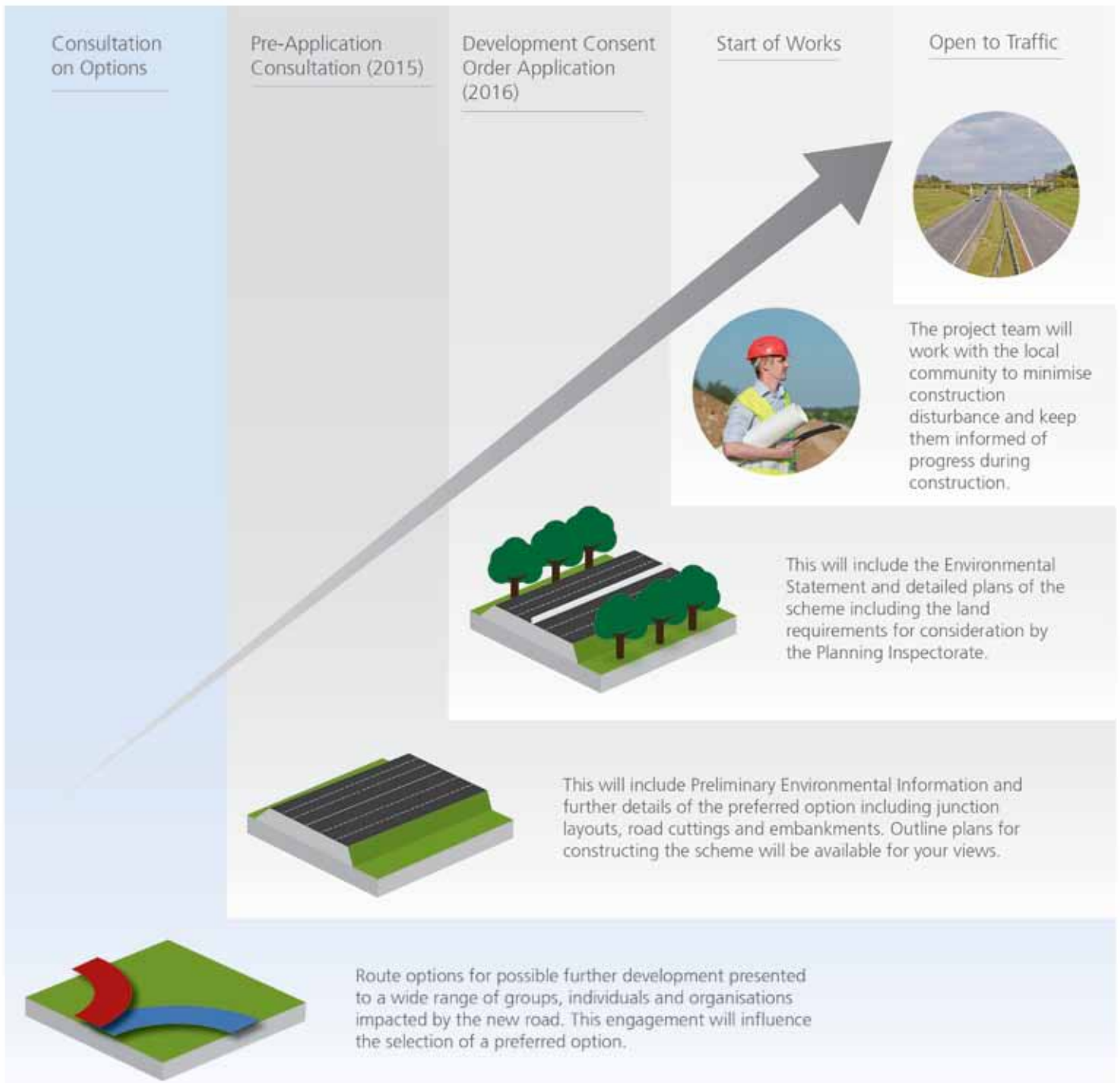




**KEY**

- Option A
- Option B
- Option C
- - - Public Rights of Way
- ★ Listed Buildings
- ▨ Non-Statutory Ecological Sites
- Ancient Woodlands

# Developing the Scheme



## Discounted options

Rejected Options	Reason for Rejection
Do nothing	<p>There are already significant delays on the existing routes during the peak hours, and these would be expected to increase significantly in future years, with traffic in England forecast to increase by 26% over the next 15 years. Accident rates on the A449 and A460 are higher than the national average for these categories of road. Without an improved link there would be no improvements to safety, journey times, traffic congestion or local community connections along the A460 or A449.</p>
Improvement of A460	<p>Scheme would require compulsory purchase and demolition of some residential properties and businesses fronting the A460.</p> <p>Widening of the A460 would provide additional lanes, but as vehicles speeds would still need to be limited due to the proximity of junctions and accesses this would provide less additional capacity than the options being progressed. Local and long distance traffic movements would not be separated by this option.</p> <p>Increased traffic on the A460 would lead to noise increases and reductions in air quality for the local community. It would also increase community segregation across the A460.</p>
Improvement of A449/ A5 corridor	<p>Improvement of this corridor may provide some of the safety and congestion benefits for north-south traffic, but this is a longer route for vehicles headed east-west. The A460 would remain in place, and as a shorter route, would remain attractive. Improvements to safety, journey times and traffic congestion on this route would therefore be minimal.</p>
Alignment of northern end of Link Road to avoid Brookfields Farm land	<p>While avoiding land take from Brookfields Farm, this option would additionally impact buildings and facilities at Watt Meadow Farm on the northern side of the A460.</p> <p>This would require a larger footprint to accommodate the tighter curves required, resulting in greater land take and increased visual impacts.</p>

# Comparison of Options

		<b>Option A</b> M54 junction 1 to M6 junction 11	<b>Option B</b> M54 junction 1 to M6 Toll junction T8	
<b>Scheme Objectives</b>	Impact on journey:			
	Long distance	Improved	Largest Improvement	
	Local	Generally improved (no A460 access to west side M6 junction 11)	Improved	
	Right traffic on the right roads	Significant traffic reductions on A449 and A460 and reduced freight traffic.		
	Value for money	Very good value for money.		
	Facilitate Economic growth	All options would facilitate economic growth in the A449 and M54 corridors.		
Safety	Reduced accident rates on the existing routes.			
<b>Environmental Criteria</b>	Noise	More properties would benefit from a decrease in noise than would experience an increase.		
	Air Quality	Local air quality along the A460 and A449 is likely to improve.		
	Landscape	Both options run through open agricultural land and Hilton Park Historic Landscape Area. Mitigation would seek to reduce visual and landscape impacts.		
	Ecology & Nature Conservation	All options have the potential to impact the habitats of bats, badgers, great crested newts and birds. These impacts would be mitigated as appropriate.		
		Direct impacts on locally designated habitats.		
	Greater landtake required than for Option C.			
<b>Impacts for road users</b>	Pedestrians, cyclists etc	Significantly improved environment for cyclists and pedestrians on the A460 and A449 due to significant traffic reductions and reduced freight traffic. Impact on existing rural public rights of way would be mitigated where appropriate.		
	Access from the A460 to the North	Longer journey via a new junction at Hilton Lane.	Local access remains the same.	
	Disruption for road users during Construction	Minimal	Minimal	



**Option C**

Additional links between M54 and M6 (north) at junction 10a

Improved

Least improvement

Some traffic reductions on A449 and A460 and some reductions in freight traffic.

Good value for money.

Least improvement in accident rates on the existing routes

More properties would benefit from a decrease in noise than would experience an increase. Benefit not as great as options A & B.

Local air quality along the A460 and A449 is likely to improve. Benefit not as great as options A & B.

The option runs through the southern extent of Hilton Park Historic Landscape Area. Visual and landscape impacts less than options A & B. Mitigation would seek to reduce visual and landscape impacts.

Direct impact on ancient woodland.

Less landtake required than for options A & B.

Some improvement in the environment for cyclist and pedestrians on the A460 and A449. No impact on existing rural public rights of way.

Longer journey via Saredon Road and M6 Toll junction T8.

Significant disruption and speed restrictions on the M54 and the M6

## Next Steps

This consultation is your opportunity to express your views on the route options we are proposing ahead of the project team developing the scheme further and choosing a preferred route. We will need you to complete the survey, or write into the project team for your views to be taken into account.

After the consultation ends, we will publish a report summarising your views and opinions with those of local groups and organisations. From this the project team will make recommendations for further development of the scheme.

We will select and announce a preferred route option in spring 2015, after which we will be seeking your views again. This will start the preparation of a Development Consent Order (DCO) application to the Planning Inspectorate.

The DCO provides the Agency with the powers needed to construct the M54 to M6/M6 Toll link road and we plan to make this application during 2016

More information on the statutory framework for infrastructure planning can be found on the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>



## Share your views



We want to know your views on the proposed route options, please complete the online questionnaire available on our website:

<http://www.highways.gov.uk/roads/road-projects/M54-to-M6M6-Toll-Link-Road>

You can request a printed copy of the questionnaire from:  
Highways Agency Information Line: 0300 123 5000 or email:  
[ha\\_info@highways.gsi.gov.uk](mailto:ha_info@highways.gsi.gov.uk)

If you would prefer to write into the team with your views their address is:

The M54 to M6/M6 Toll Project Team  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Or by email: [M54toM6/M6tollinkroad@highways.gsi.gov.uk](mailto:M54toM6/M6tollinkroad@highways.gsi.gov.uk)

We will be holding exhibitions locally where you will be able to meet the team in person, please look out for details in the local press or on the scheme web page, where you can also sign up to receive updates on the scheme by email.

By commenting now, you will not prejudice your right to comment for or against any future detailed proposals subsequently published under the Planning Act. We look forward to seeing you at an exhibition.

If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

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## A2 2017 non-statutory consultation brochure

# M54 to M6/M6 Toll Link Road

Public consultation



15 September 2017 to 13 October 2017





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# M54 to M6/M6 Toll Link Road

Public consultation

We're making journeys better in the Midlands by operating, maintaining and modernising major A roads and motorways - delivering a big Government investment programme. We're committed to ensuring that the region's roads are fit for now and for the future.

This consultation will run from  
**15 September 2017 to 13 October 2017.**

**We look forward to hearing  
from you.**





## Introduction

### Highways England is developing a scheme to provide a new link road between the M54, the M6 and the M6 Toll.

In January 2015, we consulted on 3 options for the scheme: A, B and C. There was a high level of support for the scheme, with 87% of respondents supporting the need for improved road links between the M54 and the M6/ M6 Toll.

Your feedback also told us that options B and C have the greatest potential to meet your needs, with 22% preferring Option B and 63% preferring Option C. Option A was least favoured, with 13%.

We listened carefully to your comments, and these identified the need for us to carry out further assessment work on the options to find the best solution. Through this assessment we have developed 3 modified options: **Option B West, Option C West** and **Option C East**.

We would now like your views on these options to help us understand what is important to local communities and all our customers – whether you are a local resident, driver, cyclist or walker.

## Why do we need this scheme?

There is no direct motorway link from the M54 to the M6 north or M6 Toll. This means high volumes of both long-distance and local traffic use the local roads to travel this route.

The current direct link from the M54 to the M6/M6 Toll is the A460, which passes through the villages of Featherstone and Shareshill. The A460 suffers significant congestion and high accident rates due to large traffic volumes. Journey times are almost doubled during peak hours, and there are also air quality issues in the villages and along the route. Additionally, an alternative route is the A449/A5, but this route is also congested and suffers from journey time delays.

The A460 currently carries about 26,500 vehicles each day with heavy goods vehicles making up about 10% of this figure. The proposed link road could remove between 21,900 and 22,300 vehicles a day creating a safer and less congested environment for local road users.

### Improving the link between the M54 and the M6/M6 Toll will:

- relieve traffic congestion on the A460, A449 and A5, providing more reliable journey times
- support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes
- keep the right traffic on the right roads by separating local traffic from long-distance and business traffic
- enhance facilities for pedestrians, cyclists and equestrians



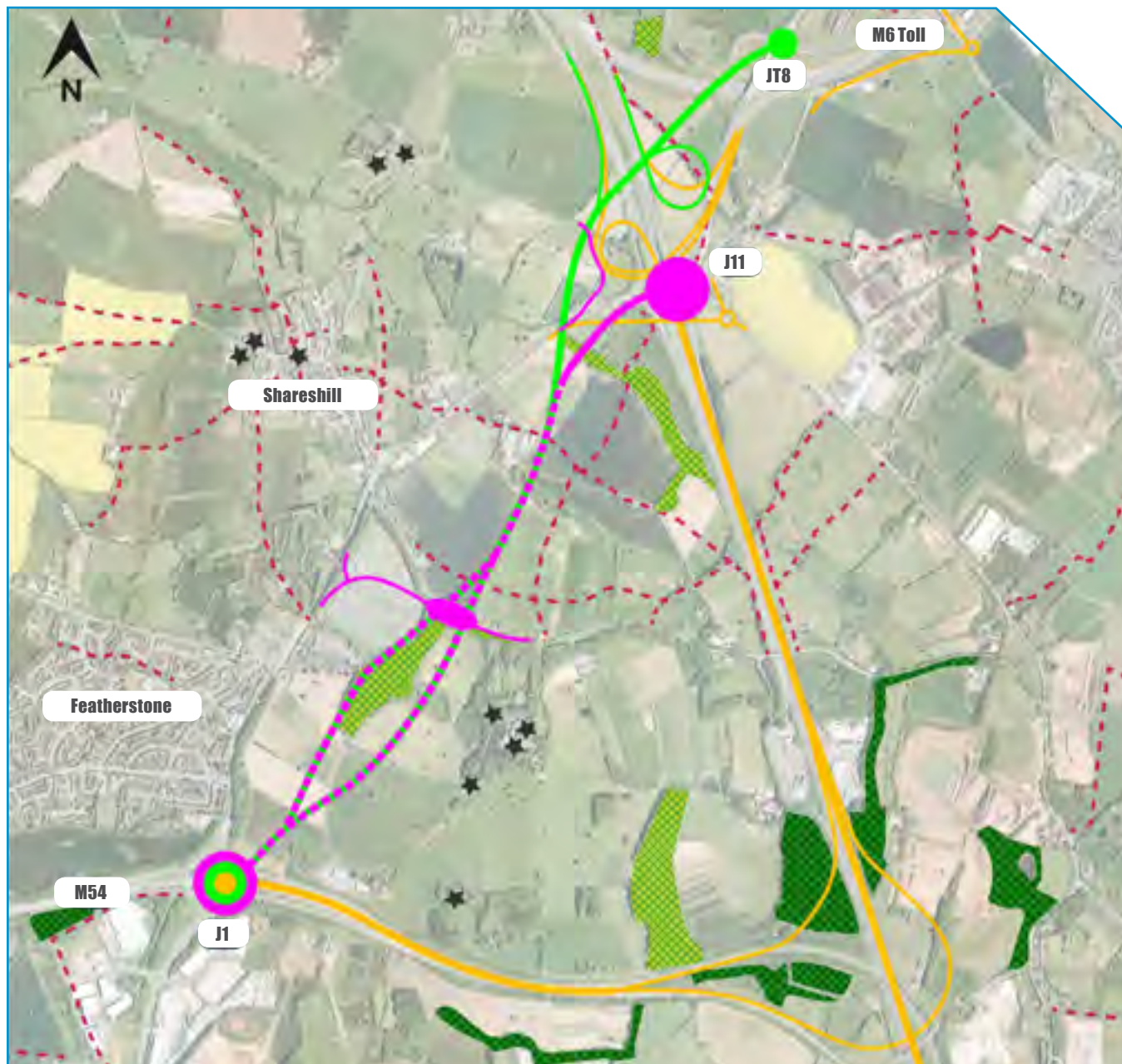
## Previous consultation: options and findings

We carried out a consultation from December 2014 to January 2015 to seek your views on 3 options. A map of the previous options can be found on page 8.








Previous options	Outcome of consultation
<p><b>Option A</b></p> <p>This option would provide a new road between M54 junction 1 and M6 junction 11, with alternative options taking the road to the west or east in the vicinity of Hilton Hall. The route would bypass the villages of Featherstone and Shareshill.</p>	<p><b>Option A was least favoured by stakeholders and following further technical analysis this option does not present a strong case in terms of transport, social, economic and environmental benefits. We are no longer taking this option forward as a possible solution.</b></p>
<p><b>Option B</b></p> <p>This option would provide a new road between M54 junction 1 and the M6 and M6 Toll at junction T8, with alternative options taking the road west or east of Hilton Hall. The proposal would involve a direct link with the M6, north of junction 11 and with the M6 Toll at junction T8. M6 junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.</p>	<p><b>Option B was second favourite with 22% preferring this option. Further analysis showed that the eastern route option had significant impacts on the Grade 1 listed Hilton Hall and associated buildings, which would be difficult to mitigate. We are no longer taking the eastern option forward as a possible solution.</b></p> <p><b>We have carried out further technical work on the western route of Option B to develop this solution further.</b></p>
<p><b>Option C</b></p> <p>This option would widen the M54 from junction 1 to the M6, providing an additional lane in each direction. New access would be provided at M6 junction 10a to link to and from the M6 north. A new M6 junction 11 linking to the M6 Toll junction T8. The A460 would cross the M6 on a new bridge, linking in to the A462 and Wolverhampton Road, with a new local road provided to Saredon Road for local destinations north and east.</p>	<p><b>Option C was most favoured by stakeholders with 63% preferring this option. Further technical assessment showed that this option would cause increased congestion on the M6 in future years.</b></p> <p><b>This work identified 2 alternatives for this option which would remove this issue - Option C West and Option C East.</b></p>



## Previous consultation: options and findings



### KEY

-  Option A
-  Option B
-  Option C
-  Public Rights of Way
-  Listed Building
-  Non-Statutory Ecological Sites
-  Ancient Woodlands

### Other key findings from the consultation:

- there was a high level of support for the scheme, with 87% of respondents supporting the need for improved road links between the M54 and M6 north/M6 Toll
- top priorities for the scheme were to relieve congestion on the A460 and A449 and to separate long-distance and local traffic
- 13% of people preferred Option A, 22% preferred Option B and 63% preferred Option C

## Modified options

Following consultation, we considered your views and carried out further technical work on the environmental impacts, traffic benefits and costs of the previously presented options. **We have now developed 3 modified options and would like your views on these.**



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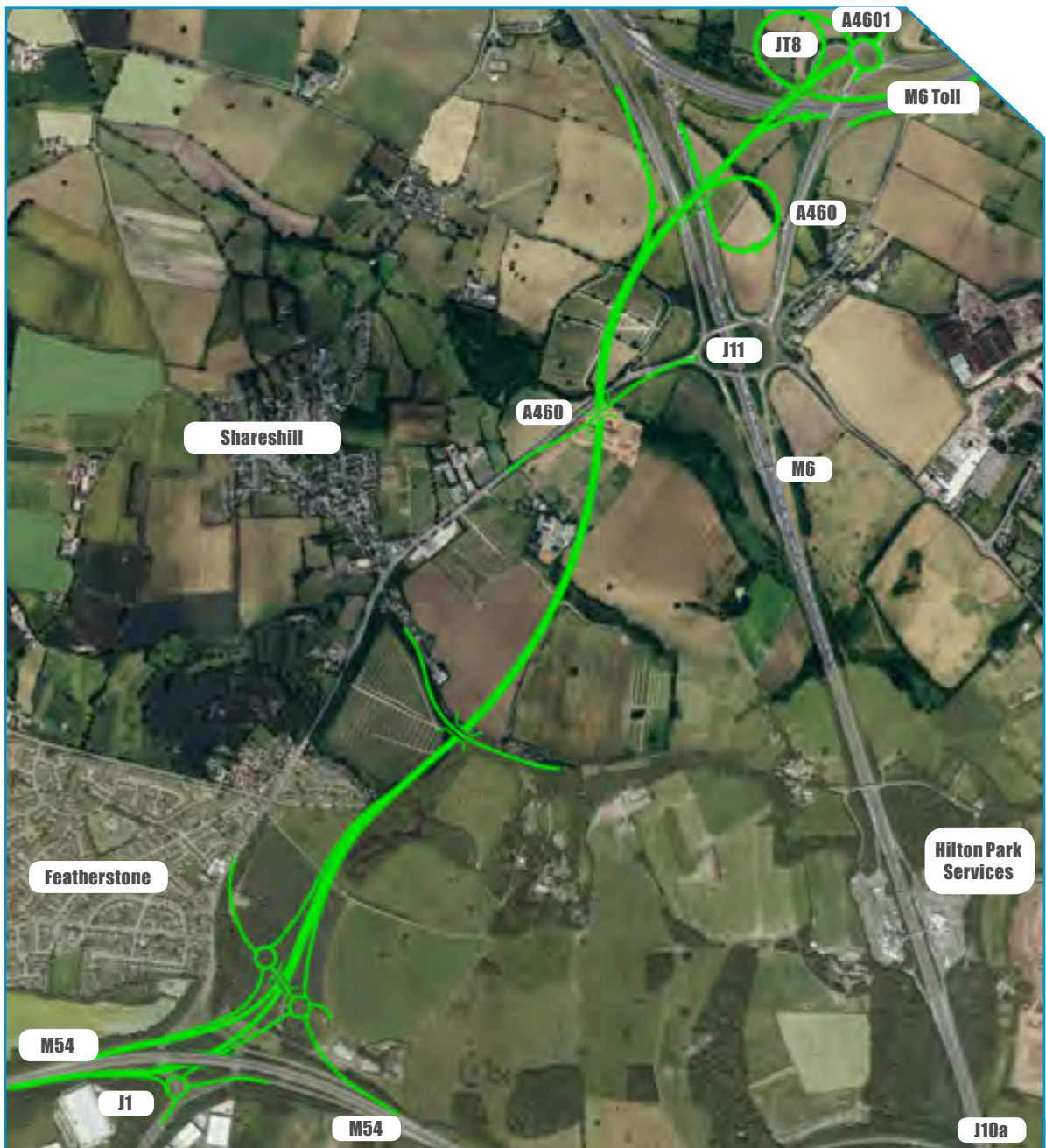
## Option B West

This option is an updated version of Option B western route, as presented in the previous consultation.

Option B West would bypass the villages of Featherstone and Shareshill to the east of the existing A460. The road would pass to the west of Hilton Hall, crossing the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

It is predicted that this option would significantly reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.

We would upgrade M54 junction 1 to allow free-flow movements between the M54 and the link road, while maintaining the connection with the local road network.



### KEY

— Option B west

## Option C West

This option is an updated version of Option C, as presented in the previous consultation.

This option would widen the existing M54 from junction 1 towards the M6. The road would continue northwards towards the existing M6. The route would then pass under Hilton Lane and run north towards the M6 at junction 11. The route would pass under the re-aligned A460, crossing

the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

It is predicted that Option C West would reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.



### KEY

— Option C West

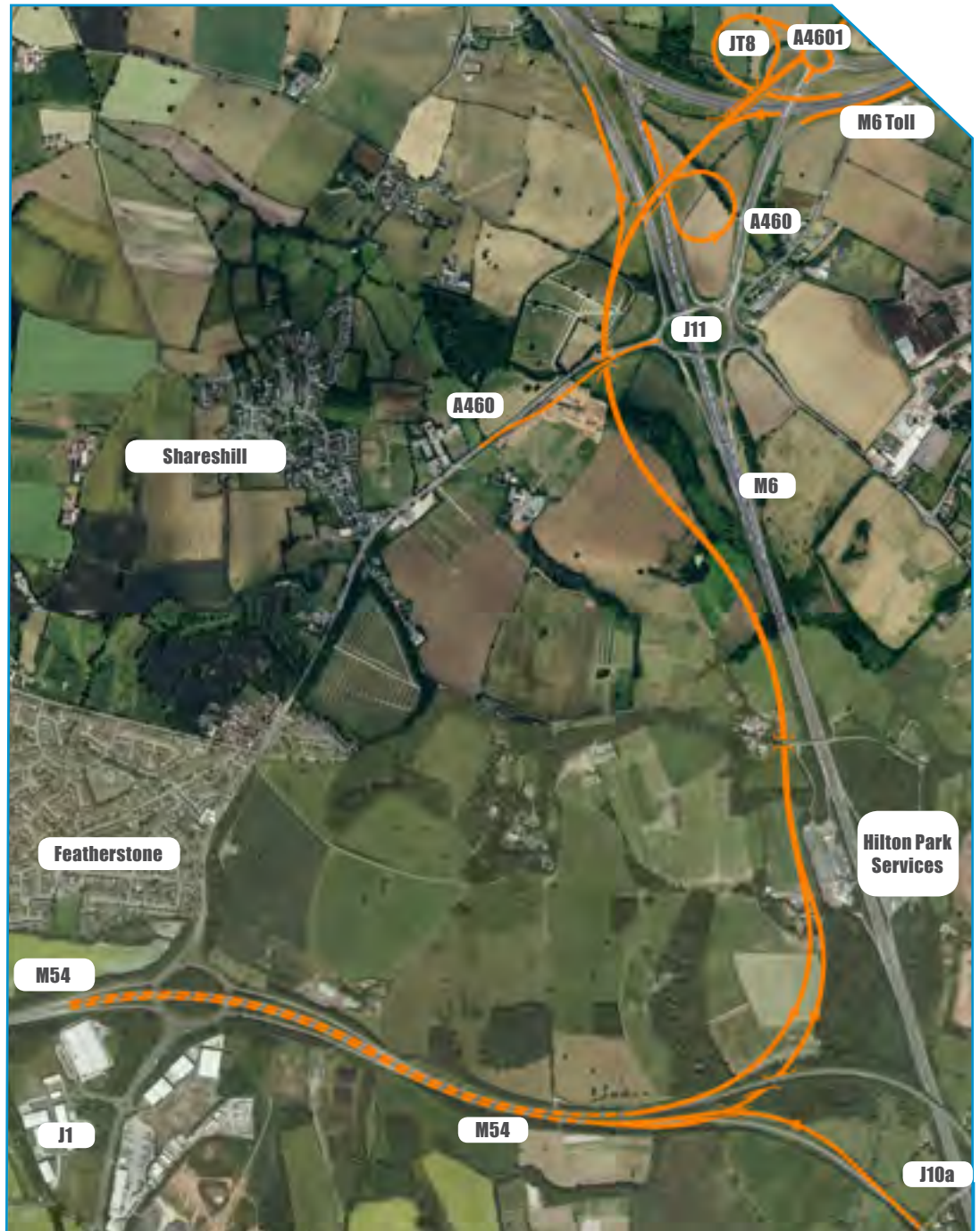


## Option C East

This option is also an updated version of Option C, as presented in the previous consultation.

This option would widen the existing M54 from junction 1 towards the M6. The road would continue northwards towards the M6, affecting areas of the ancient woodland at Burn's Wood, Spring Coppice and Keeper's Wood. The route would then pass under Hilton Lane and run north

towards the M6 at junction 11. The route would pass under the re-aligned A460, crossing the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same. It is predicted that Option C East would reduce traffic on the existing A460 through Featherstone and Shareshill, with traffic on the A449 also reduced.



KEY

— Option C East

## Environmental considerations

**We attach great importance to the environment. The options we have developed minimise impact wherever possible.**

As we deliver the Government’s road investment strategy, we will ensure that all activity on our roads is undertaken in a way that meets existing environmental legislative requirements and not only avoids or minimises harm, but ultimately improves the environment.

Our design team includes environmental specialists, who are included in all the key decisions.

We are preparing an environmental assessment to compare the environmental effects of each option. This work will continue as the scheme design progresses and a preferred route is selected.

The table below sets out the environmental impacts of each option.

Environmental Criteria	Option B West	Option C West	Option C East
<b>Noise</b>	Moderate or major increases in traffic noise levels predicted at properties close to the scheme. Decreases in traffic noise levels would occur along the A460 and A449.	A full quantitative noise assessment of this option has not been completed. However, the impact is likely to be comparable to Option C East.	A negligible increase in traffic noise would result for a few properties from this scheme. Decreases in traffic noise levels occur along the A460 and A449.
<b>Air quality</b>	Local air quality along the A460 within Featherstone and Shareshill is likely to improve.		
<b>Landscape</b>	This option goes through open countryside and close to Hilton Park Historic Landscape Area. Mitigation would seek to reduce visual and landscape impact.	Option C West would have landscape impacts broadly similar to Option B West. Mitigation would seek to reduce visual and landscape impacts.	Landscape impacts from Option C East are less than Option B West and Option C West as this option follows the existing motorway corridor.
<b>Ecology and nature conservation</b>	All 3 options have the potential to impact the habitats of bats, badgers, great crested newts, otters and birds. These impacts would be mitigated as appropriate.		
	This option has the greatest land take and impacts on locally designated habitats.	Options C West does not impact ancient woodland but does have some direct impacts on locally designated habitats.	Option C East has a direct impact on ancient woodland and some direct impacts on locally designated habitats.

For further technical information about this scheme, please contact the project team.

## Comparison of the 3 options

You can find out more about the similarities and differences between the options below.

We will carry out more detailed assessments and technical work as the scheme progresses to identify further potential impacts, and how these could be mitigated.

	Impact on journey	Option B West	Option C West	Option C East
<b>Scheme objectives</b>	Long distance	Provides for east-west strategic trips, specifically between M54 west to M6 Toll east.		
	Local	Improved journey times for local traffic.		
	Right traffic on the right roads	The new link road would take long-distance traffic away from the A449 and A460.		
	Improved journey times and reliability	Journey time savings of up to 8 minutes in peak periods.	Journey time savings of up to 7 minutes in peak periods.	
	Value for money	Very high value for money.	High value for money.	
	Facilitate economic growth	All options would assist economic growth along the A449 and M54 corridors.		
	Safety and reduced accidents on A460 and A449	All options would reduce collisions on existing roads.		
<b>Impact for road users</b>	Pedestrians	All options provide opportunities to improve the environment for pedestrians due the reductions in traffic, especially freight traffic. Impacts on existing Public Rights of Way would be mitigated where appropriate.		
	Cyclists	All options provide opportunities to improve the environment for cyclists due the reductions in traffic on the A460, especially freight traffic.		
	Access from the A460 to the north	Local access remains unchanged.		
	Disruption for road users during construction	Significant disruption during the construction of a new junction 1 of the M54. Disruption for the remainder of the route will be kept to a minimum by phasing of the work.	Disruption will be kept to a minimum during the construction of the new link roads and, where possible, the new carriageways will be constructed away from traffic, but there will be some effects on the M54 and junction 1.	Disruption will be kept to a minimum during the construction of the new link road. By re-aligning the M6/M54 slip road traffic can remain on the current slip road. Construction will be phased to further minimise disruption.
<b>Note: these are interim findings, we will examine the environmental impacts further as we develop the design of the preferred route.</b>				



## Next steps

This consultation is an opportunity to share your views and will run from 15 September 2017 to 13 October 2017. Once the consultation ends, your feedback, together with our ongoing technical work will determine which option is most suitable to take forward.

Once we have completed this work, we will announce a preferred route for the scheme. We will also publish a report on the public consultation and its outcome.

## Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate, who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead. Prior to the application, we will undertake further public consultation on our detailed design proposals.

**You can find out more about the DCO process at:**  
<https://infrastructure.planninginspectorate.gov.uk>

The final date we will accept consultation responses is 11:59pm on 13 October 2017.

By commenting now, you will not prejudice your right to comment for or against any future detailed proposals subsequently published under the Planning Act.

**We look forward to hearing from you.**

## Timeline



## We want to hear your views

Your opinion is important to us. Please visit one of our consultation events to meet our project team and learn more about the proposed scheme.

### Consultation events

Date	Location	Address	Time
Friday 15 September 2017	Shareshill Village Hall	1 Elms Lane, Shareshill WV10 7JS	1pm to 8pm
Saturday 16 September 2017	Featherstone and Hilton Community Centre	Baneberry Drive, Featherstone, WV10 7TR	10am to 4pm
Monday 18 September 2017	Essington Community Centre	Hobnock Rd, Essington, Wolverhampton WV11 2RF	1pm to 8pm
Wednesday 27 September 2017	Webchat	<a href="http://www.highways.gov.uk/M54toM6/M6Toll">http://www.highways.gov.uk/M54toM6/M6Toll</a>	11am to 2pm







Cut along dotted line

# M54 to M6/ M6 Toll Link Road

## Questionnaire

4. Please tell us how concerned you are about the following issues (Please tick)

	Very concerned	Concerned	Little concern	No concern	No opinion
Road safety					
Congestion					
Limited opportunities for economic growth					
Construction impact					
Landscape and scenery					
Impact of scheme on residential properties					
Regional connectivity					

5. Do you have any further comments regarding the options?

.....

.....

6. Based on your usual journeys, what would you use the improved link road for?  
(Tick all that apply)

- a. Travelling to/from the M6 northbound
- b. Travelling to/from the M6 southbound
- c. Travelling to/from the M6 Toll
- d. Travelling to/from Cannock and Lichfield
- e. Travelling to/from Telford
- f. I would not use the link road

7. How did you find out about the M54 to M6/M6 Toll Link Road consultation?

- a. Letter/email from Highways England
- b. Highways England website
- c. Local newspaper
- d. Other (please specify) .....

.....

**Thank you for your co-operation.**

Please send your completed questionnaire to  
M54 to M6/ M6 Toll Project Team, Highways England,  
The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

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## Contact information

You can use the following methods to respond to the public consultation:

- complete the questionnaire and send to us:

**M54 to M6/ M6 Toll Project Team,  
Highways England,  
The Cube,  
199 Wharfside Street,  
Birmingham,  
B1 1RN.**

- go online:  
**[www.highways.gov.uk/M54toM6/M6Toll](http://www.highways.gov.uk/M54toM6/M6Toll)**
- email:  
**[M54toM6/M6toIlinkroad@highwaysengland.co.uk](mailto:M54toM6/M6toIlinkroad@highwaysengland.co.uk)**
- call us on **0300 123 5000**



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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR95/17**.

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Highways England Company Limited registered in England and Wales number 09346363

## A3 PRA brochure

# M54 to M6/M6 Toll Link Road

Preferred route announcement



# Content

## Preferred route announcement

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## Introduction

**At Highways England we believe in a connected country and our network makes these connections happen.**

We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow.

We want to make sure all our major roads are dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest in a generation.

The M54 to M6/M6 Toll Link Road scheme is a critical part of this investment and will improve journeys from the M54 to the M6 north or M6 Toll, which is great news for the local and regional economy.

Following our consultation held in 2017, we carefully considered all feedback to select the best possible option to take forward as our preferred route. This process has been detailed and time consuming, but has been necessary to ensure we make the correct decision.

In this brochure we explain the preferred route for the M54 to M6/M6 Toll Link Road scheme, how we carried out public consultation and how we have assessed the options. We also give details of what will happen next.



## Why is the scheme needed?

There is no direct motorway link from the M54 to the M6 north or M6 Toll. This means high volumes of both long-distance and local traffic use the local roads to travel this route.

The current route from the M54 to the M6/M6 Toll is the A460, which passes through the villages of Featherstone and Shareshill. The A460 suffers significant congestion and high accident rates due to large traffic volumes. Journey times are almost doubled during peak hours, and there are also air quality issues in the villages and along the route.

The A460 currently carries about 26,500 vehicles each day with heavy goods vehicles making up about 10% of this figure. The proposed link road could remove between 21,900 and 22,300 vehicles a day creating a safer and less congested environment for local road users.

An alternative route is the A449/A5, but this route is also congested and suffers from journey time delays.

### **The proposed benefits of improving the link between the M54 and the M6/M6 Toll:**

- relieve traffic congestion on the A460, A449 and A5, providing more reliable journey times and improving the environment for the local residents
- support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes
- keep the right traffic on the right roads by separating local traffic from long-distance and commuter traffic
- enhance local facilities for pedestrians, cyclists and horse riders

## Public consultation

We held a public consultation in 2015 to seek views on 3 options. This allowed us to gain a better understanding of the views and expectations of local people, businesses, local authorities, communities and road users.

After receiving feedback, we identified the need to carry out further technical work on the environmental impacts and traffic benefits of these options. Following this further work, we developed 3 modified options.

As these new options had different impacts to the ones we previously presented, we held another 4-week consultation from 15 September to 13 October 2017, with 3 modified options. We wanted to inform all those affected by or interested in the scheme and give them the opportunity to provide their views on these options.

To support this we:

- arranged 3 public exhibitions in Featherstone, Shareshill and Essington, to give customers the chance to meet the project team, ask any questions and provide feedback on the options
- held an additional 2 public exhibitions following requests in Cheslyn Hay and Wedges Mills
- attended a number of meetings with stakeholders to discuss the options we were presenting
- sent letters about the consultation events to local residents, businesses, landowners, key organisations and local community groups
- displayed posters advertising the consultation at key locations
- produced a consultation brochure and questionnaire, which were available online and at designated public information points

# The options taken to consultation 2017

We held a 4-week consultation from 15 September to 13 October 2017, with the following 3 modified options:



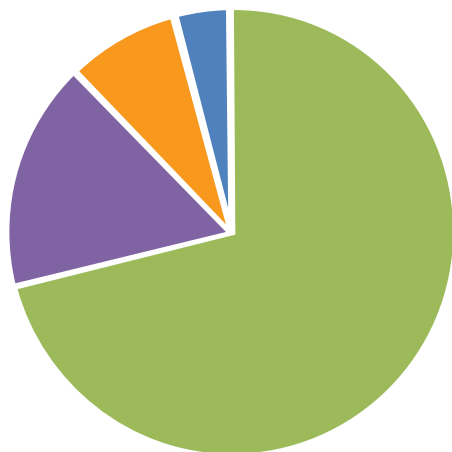
KEY		KEY	
	Option B West		Public rights of way (Footpath)
	Option C West		Public rights of way (Bridleway)
	Option C East		
	Listed buildings		

## Response to public consultation 2017

Over 300 people attended the exhibitions and we received almost 500 responses in the form of returned questionnaires or comments by letter or email from members of the public.

The feedback we received from the public consultation is shown in the following results:

### Which option preferred?



Option B West   Option C West   Option C East   No preference

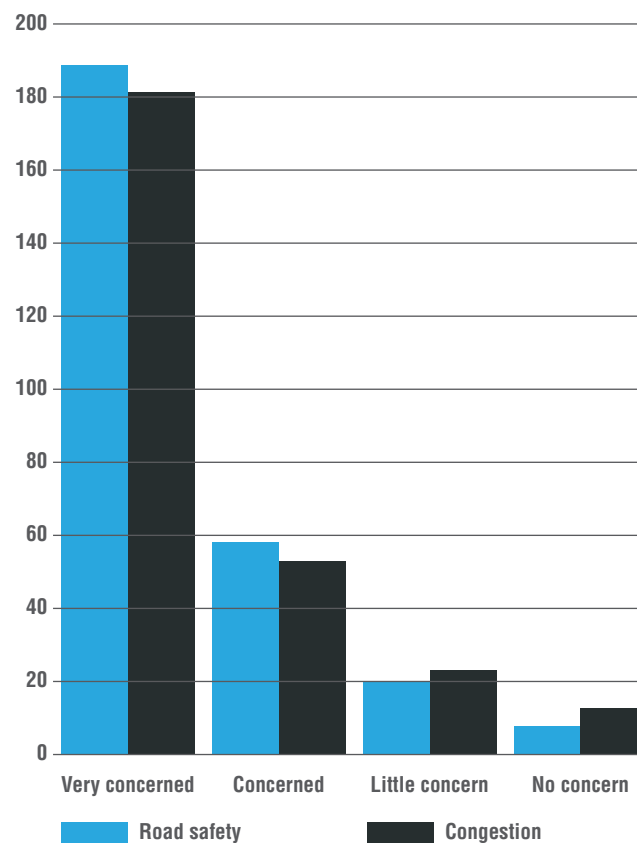
Option B West was the preferred option with over 71% of support. Option C West was second with almost 17%, with Option C East third with 8%.

Your feedback also raised the following key issues:

- need for a convenient and direct route
- need to minimise disruption during construction
- need to reduce congestion on A460
- need to protect landscape views
- need to minimise impact to local businesses, landowners and residents
- need to protect ancient woodland

- need to reduce and minimise pollution to local area
- need to protect local communities, groups and land users

A number of respondents were either very concerned or concerned about road safety and congestion on the A460. This is shown below.





## The preferred route

Our preferred route is based on **Option B West**, with some minor amendments.

As part of the scheme, we'll no longer include a direct link from the M6 to the M6 Toll. The free-flow connection to the M6Toll was subject to other contributions. However, the level of contributions available was not enough to meet the cost of the free-flow link. We have amended the connection to provide the improved value for money solution we are presenting today. The route presented today does not rule out providing a free-flow connection at some point in the future.

We carefully considered a number of factors when selecting this option, such as safety, meeting the scheme's objectives and value for money.

We have selected this option as it:

- provides the highest benefit to the local economy
- will provide the best journey time of the options
- is preferred by the majority of the respondents to the public consultation

- protects ancient woodland
- provides the best value for money

The preferred route includes:

- a 2 lane dual carriageway link road between M54 junction 1 and M6 junction 11
- an improved junction arrangement at M54 junction 1 and M6 junction 11

We're continuing to develop the details of how the new link road will connect to M54 junction 1 and M6 junction 11.

We will continue to work with local authorities, businesses and land owners to further understand concerns and opportunities that will inform the junction designs. We will present these at the statutory consultation in 2019.





## Selection of the preferred route – how it was done

Each option was assessed to determine their performance with regards to:

- how much it would cost to build and the value for money this would offer the tax payer
- how it would fit in with the current landscape and environment
- how it would impact on existing public utilities (e.g. gas and electricity infrastructure)
- how it would impact on cyclists, pedestrians and horse riders
- its impact on drainage and flooding
- its environmental impact
- ground conditions (ie geotechnics)
- how many, and what type of structures it would need such as, the number of bridges and retaining walls needed and the complexity of their design
- its compliance with technical standards
- how it would be built and how the construction would be phased, for example how would we build the new road and junctions, while keeping the traffic moving throughout

These assessments, combined with stakeholder, land owners and public engagement have enabled us to determine which option performs the best.

## Rejected options

We carried out an exercise following the public consultation, to compare the three options and to select a preferred route. This exercise considered the feedback from the public consultation, safety impacts, design considerations, cost and benefit analysis, traffic and environmental assessments.

The outcome of this process indicated that Option B West was preferred overall, with the following options rejected:

### Option C East

This option provides fewer benefits than Option B West in terms of journey times, safety and congestion. It was the least preferred option in the public consultation and it has significant impact on the environment, going through ancient woodland. Option C East offers the lowest value for money. We will not be progressing this design any further.

### Option C West

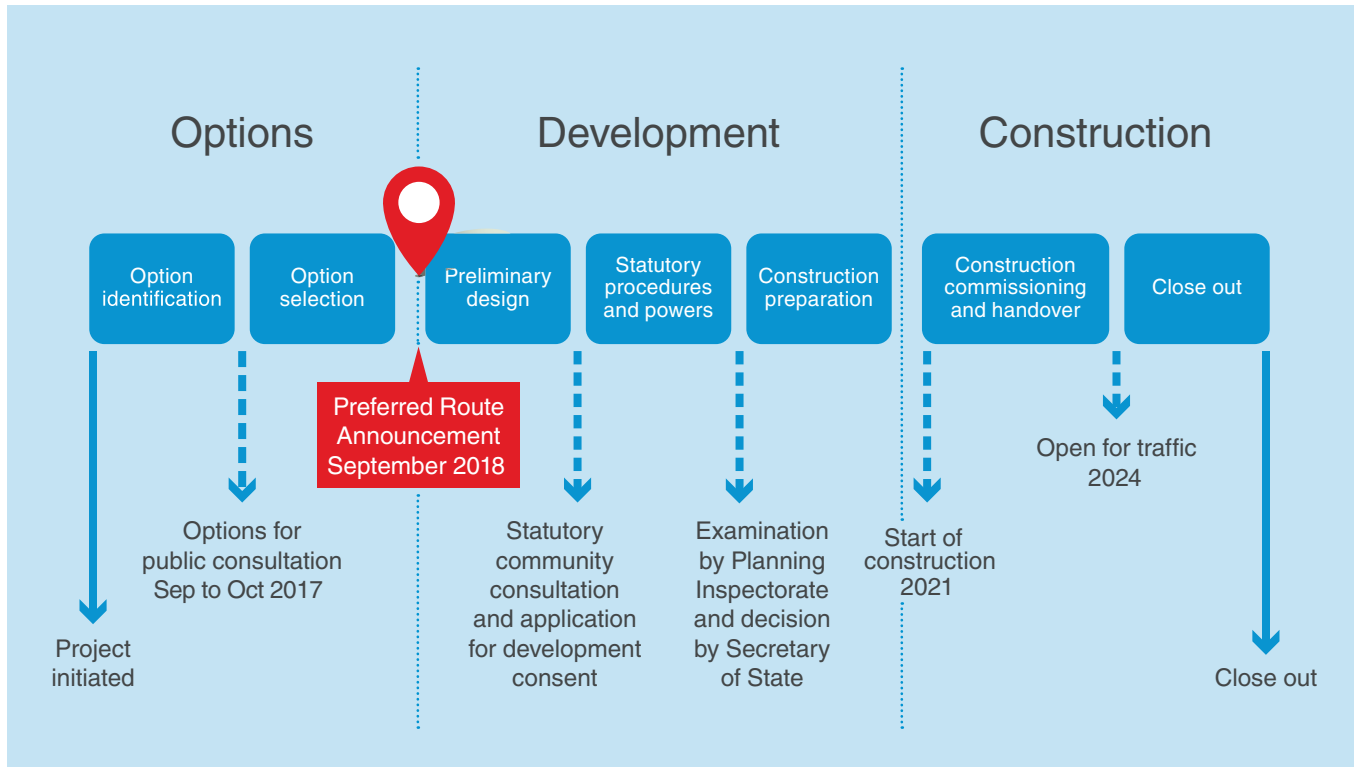
Although this option provides similar benefits to Option B West in terms of journey times, safety and congestion, the public consultation analysis showed it was not well supported. Objection was shown by a large number of directly affected landowners, businesses and social amenities, including a number of diverse farms and local stables. We will not be progressing this design any further.

## What happens next?

We will now do some further work to look more closely at the local area, completing our surveys and investigations to help us design the scheme in greater detail. There will be a statutory consultation in 2019, when we will ask you for your views on this more detailed design, before we

submit our application for a Development Consent Order in 2020.

We will work with the local authorities to shape this consultation to ensure that everyone has the opportunity to have their say.



## Development Consent Order (DCO) application

This scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. This means we are required to make an application for a Development Consent Order so we can obtain permission to construct the scheme. We will apply to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

Find out more about the Development Consent Order process on the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>

## Further information

For more information, please visit our website where you can also sign up for email alerts whenever the web page is updated:

[www.highwaysengland.co.uk/M54-M6-M6Toll](http://www.highwaysengland.co.uk/M54-M6-M6Toll)

The following documents are also available to read and download from the project website:

- Report on Public Consultation
- Scheme Assessment Report

These documents, will also be available to view for a period of 12 weeks at the following locations:

- **Staffordshire County Council Offices**  
1 Staffordshire Place, ST16 2DH.
- **South Staffordshire District Council Offices**  
Wolverhampton Rd, Codsall, WV8 1PX.
- **Featherstone and Hilton Community Centre**  
Baneberry Drive, Wolverhampton, WV10 7TR.
- **Cheslyn Hay Library**  
Village Hall, Pinfold Lane, Walsall WS6 7HP.

Alternatively, if you require a free CD version of these documents or a further copy of this brochure, you can contact the M54 to M6/M6 Toll Project Team as follows:

In writing:

### **M54 M6/M6 Toll Link Road**

Highways England  
2 Colmore Square  
Birmingham  
B4 6BN

By email:

[M54toM6/M6tollinkroad@highwaysengland.co.uk](mailto:M54toM6/M6tollinkroad@highwaysengland.co.uk)

By phone:

**0300 123 5000**







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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR120/18**

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