

**M54 to M6 Link Road**

**TR010054**

**Volume 6**

**6.3 Environmental Statement**

**Appendices**

**Appendix 12.2 Walking Cycling and  
Horse-Riding Assessment**

Regulation 5(2)(a)

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 202[ ]

---

**6.3 Environmental Statement Appendices**  
**Appendix 12.2 Walking Cycling and Horse Riding Assessment**

---

<b>Regulation Number</b>	Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010054
<b>Application Document Reference</b>	6.3
<b>Author</b>	M54 to M6 Link Road Project Team and Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
P01	January 2020	DCO Application

# **M54 to M6 Link Road**

## **Walking, Cycling & Horse-Riding Assessment Report**

**Report Number: HE514465-ACM-HGN-M54\_SW\_PR\_Z-RP-CH-1003-P03 S8**  
**January 2020**

---

## Contents

<b>1.</b>	<b>Introduction .....</b>	<b>3</b>
1.1.	Purpose of Report .....	3
1.2.	Project Background and Description .....	4
1.3.	NMU Objectives .....	6
1.4.	Study Area.....	7
1.5.	Local Demographic Data.....	8
<b>2.</b>	<b>Walking, Cycling &amp; Horse-Riding Assessment.....</b>	<b>10</b>
2.1.	Review of Walking, Cycling & Horse-Riding Policies and Strategies .....	10
2.2.	Collision data .....	11
2.3.	Public Transport services and interchange information .....	13
2.4.	Trip Attractors and Generators.....	15
2.5.	Site Visit.....	19
2.6.	Consultation with Key Stakeholders.....	24
2.7.	Existing pedestrian, cyclist and equestrian facilities within the local area .....	24
2.8.	Existing pedestrian, cyclist and equestrian facilities beyond scheme extents and links to County /strategic networks .....	28
2.9.	Pedestrian, cyclist and equestrian survey data.....	30
<b>3.</b>	<b>Review of Walking, Cycling &amp; Horseriding Assessment Opportunities.....</b>	<b>31</b>
3.1.	Scheme Opportunities.....	31
3.2.	Strategic Opportunities.....	<b>Error! Bookmark not defined.</b>

## Appendices

Appendix A Site Visit Photo Locations



---

# 1. INTRODUCTION

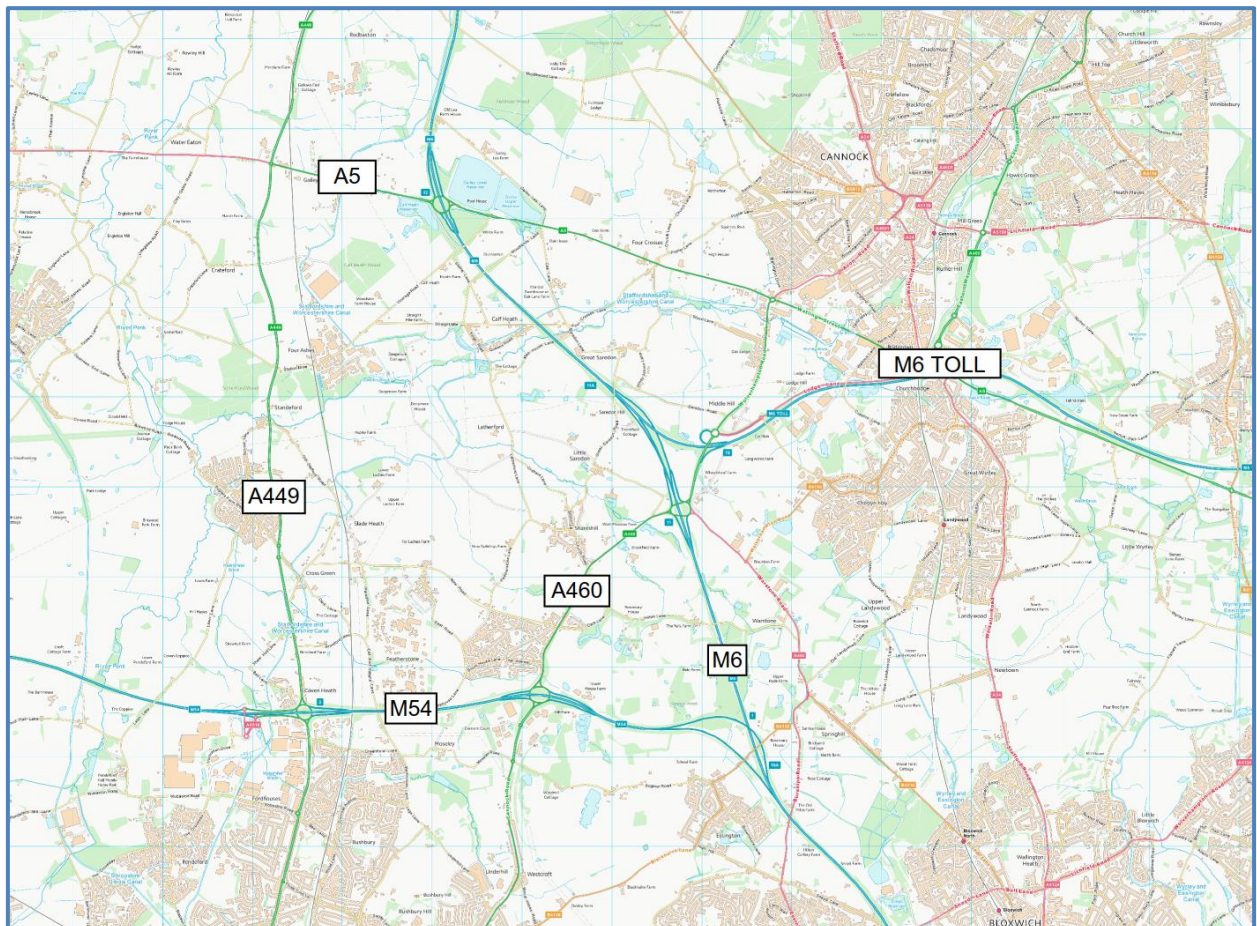
## 1.1. Purpose of Report

- 1.1.1. The proposed scheme is a highway improvement scheme that will have a permanent impact on the trunk road and local highway networks, therefore Highways England's Design Manual for Roads and Bridges (DMRB) HD 42/17 Walking, Cycling & Horse-Riding Assessment and Review applies.
- 1.1.2. In accordance with HD 42/17, the scale of the scheme has been assessed and is considered to qualify as a 'large' scheme for the purposes of this assessment. Therefore the scheme will be subject to a Walking, Cycling & Horse-Riding Assessment during the options stage of the proposed highway scheme; followed by Walking, Cycling & Horse-Riding Reviews at the preliminary and detailed design stages.
- 1.1.3. The assessment section of this report provides a strategic study of the existing non-motorised user routes in the area surrounding the scheme, including an overview of the Public Rights of Way (PRoW) likely to be affected by the scheme. It will be used to identify any current or potential NMU issues which are relevant to or could be improved as part of the scheme. The assessment sets out the objectives of the scheme for NMUs and the objectives of the design stage. It will also provide the necessary information to take appropriate decisions on scheme design elements that may affect NMUs.
- 1.1.4. Non-Motorised Users (NMUs) considered in this report are:
  - Pedestrians – including mobility impaired and vulnerable pedestrians.
  - Cyclists – including mobility impaired and vulnerable cyclists.
  - Equestrians – including mobility impaired and vulnerable equestrians.
- 1.1.5. The assessment will also consider the needs of disabled people, who may use any of these modes or other equipment such as wheelchairs. Users of electrically assisted pedal cycles or powered wheelchairs that conform to current Department for Transport (DfT) regulations, and may legally be used on pedestrian or cycle facilities, are also considered to be NMUs.
- 1.1.6. This report has been prepared in accordance with Highways England's Design Manual for Roads and Bridges (DMRB) Walking, Cycling and Horse-Riding Assessment and Review HD42/17 together with other relevant documentation e.g. IAN 195/16 and IAN 143/11.

## 1.2. Project Background and Description

- 1.2.1. Highways England is developing a link road between the M54 and M6 to provide a link between Junction 1 of the M54, M6 North, M6 Toll and the A460 to Cannock. The M54-M6 Link Road aims to reduce congestion on local / regional routes, particularly the A449 and A460 and deliver improved transport links to encourage the development of the surrounding area, providing social and economic benefits for the West Midlands region. The location of the scheme is shown in Figure 1-1.

**Figure 1-1 Location Plan**



### **Congestion**

- 1.2.2. The current signed trunk road route between the M54 east and the M6 north is the A449 (T) and A5, travelling between M54 junction 2 and M6 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 junction 1 on to the A460 local road, past the villages of Featherstone and Shareshill, then through M6 junction 11.
- 1.2.3. Motorway traffic is caught in, and contributes to, congestion at roundabouts 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 manoeuvres impact on traffic wanting to re-join the motorway network quickly and smoothly.

- 
- 1.2.4. Traffic lights, pedestrian crossings, bus stops and direct accesses for properties and farms accommodate local needs but cause delays for through-traffic.

**Accidents**

- 1.2.5. Accident rates on the main routes used between the M6 and M54, the A449 is similar to the national average, while the A460 through Featherstone, is higher than the national average for this category of road.
- 1.2.6. Accidents are generally spread across the routes considered. However, there are clusters of accidents at roundabouts, particularly the motorway junctions at M6 junctions 11 and 12 and M54 junction 1 and 2. Some of these accidents involve pedestrians and cyclists using the routes.

**Local Environment**

- 1.2.7. 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. Residents in Featherstone and Shareshill suffer from noise and reduced air quality due to the heavy traffic, particularly from heavy goods vehicles.
- 1.2.8. Pedestrians and cyclists using the A460 and A449 are exposed to heavy traffic with a high proportion of heavy goods vehicles. Buses and school buses have stops on both the A460 and A449, forcing vulnerable users to cross these busy roads.

---

### 1.3. NMU Objectives

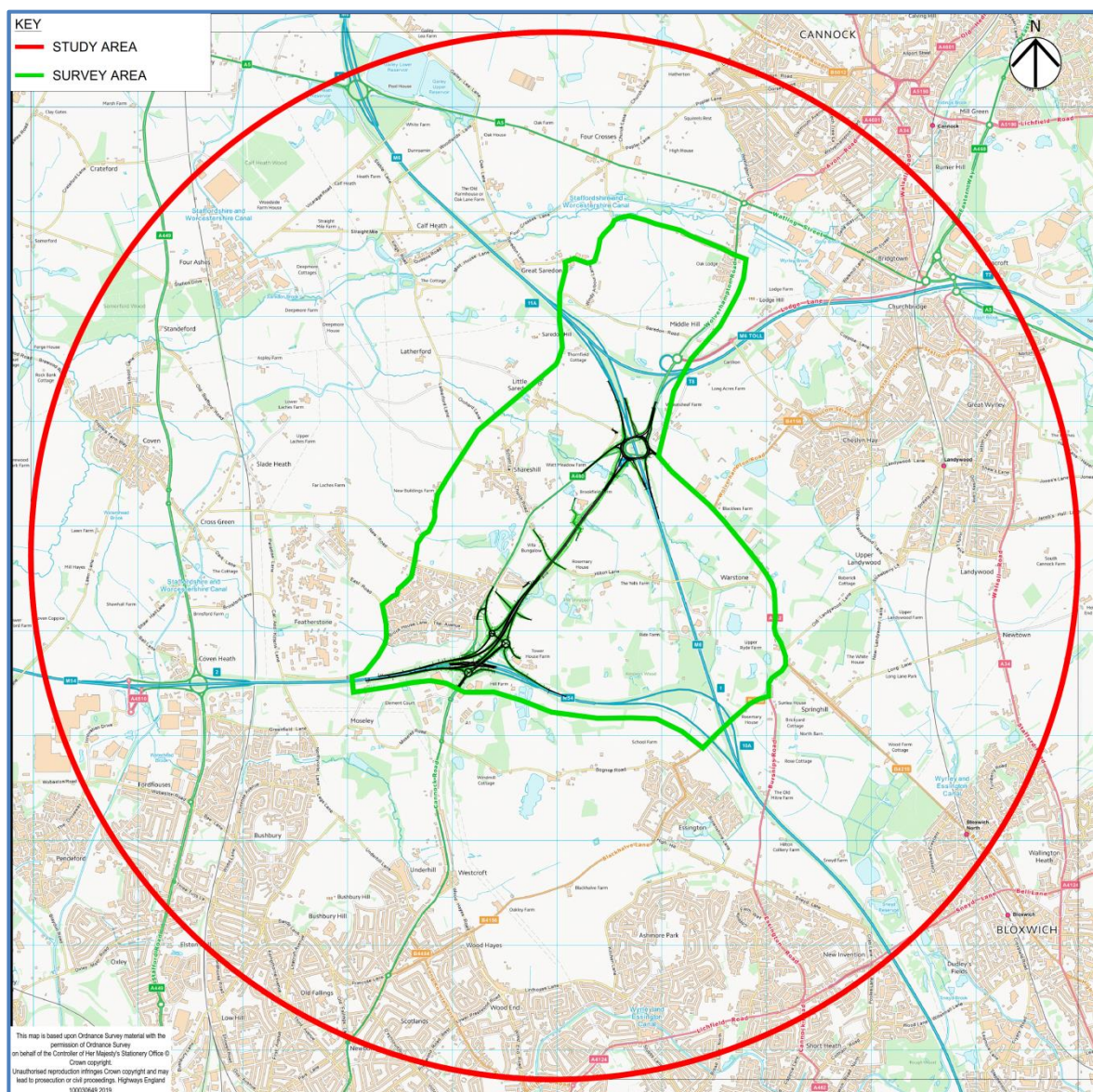
- 1.3.1. As identified in the Client Scheme Requirements, an objective of the scheme is to seek to reduce severance and improve safety for non-motorised users. The proposed scheme will seek to improve connections between people and communities and create a safer road network. The design will incorporate high quality NMU routes to improve movement for NMUs between different communities in the region which will minimise social exclusion and isolation. It will also provide a positive legacy for the region.
- 1.3.2. Objectives for NMU access provision have been established for identifying possible mitigation measures and are listed below:
- The integrity and sensitivity of existing NMU routes will be taken into account in the design development process.
  - Maintain existing levels of NMU routes connectivity and, where possible improve for all types of users, including vulnerable users.
  - Identify opportunities to integrate the proposed scheme with existing NMU routes, public transport facilities and local communities within the corridor.
  - Incorporate NMU requirements and provisions into the design of side roads and access diversions.
- 1.3.3. There are likely to be adverse impacts upon people's journey patterns and amenity as a result of the scheme, including some diversions of public rights of way. However there are also opportunities to improve conditions for pedestrians, cyclists and equestrians through high quality NMU routes and new or improved crossings.
- 1.3.4. The proposed scheme will adopt construction and traffic management methods which, as far as possible, maintain access to NMU routes for road users, cyclists, pedestrians, equestrians and other key accesses during construction periods.



## 1.4. Study Area

- 1.4.1. Figure 1-2 shows the approximate study area and survey area for this Assessment Report, as set out by the lead assessor. The assessment area covers the south side of Cannock, Cheslyn Hay, Bloxwich and the north side of Wolverhampton. This is based on a 5km radius from the centre of the scheme route options.
- 1.4.2. The conurbations of Cannock, Cheslyn Hay, Bloxwich and the northern side of Wolverhampton are located within the study area. Although these are potentially trip generators the existence of the M54, M6 and M6T motorway restrict the access to the proposed route area. Crossing access from these areas is via the current highway network and Public Rights of Way. The survey area boundary includes all of the Public Rights of way, access rights and trip generators within the area that would be directly affected by any of these scheme options and covers Featherstone, A460, Shareshill, A462, B4156 and M54.

**Figure 1-2 Assessment Report Study Area and Survey Area**



---

## **1.5. Local Demographic Data**

- 1.5.1. During the design, construction and future operation of the M54-M6 Link Road scheme, the project team must ensure that protected characteristic groups do not experience disproportionate impacts from changes to the built environment.
- 1.5.2. The following information on the social and demographic profile of the area where the scheme is located has been sourced from the Office for National Statistics 2011 Census Data [[https://www.nomisweb.co.uk/census/2011/data\\_finder](https://www.nomisweb.co.uk/census/2011/data_finder)].

### **Age**

- 1.5.3. Young people under the age of 15 comprise of 16% of the population of South Staffordshire while over 60s make up 28%. The scheme is expected to positively affect these groups as all NMUs will benefit from reduced traffic on the A460. Opportunities to further improve existing facilities will be looked at with accessibility and equality in mind in the design stage.

### **Gender**

- 1.5.4. There is a near equal gender split between women and men in South Staffordshire. The scheme or any changes to the NMu facilities resulting from the scheme are not expected to have an impact on genders.

### **Disability**

- 1.5.5. In South Staffordshire 18% of the population said they have a long-term health problem or disability that limits their day-to-day activities. The scheme is expected to positively affect people with disability as all NMUs will benefit from reduced traffic on the A460. Opportunities to further improve existing facilities will be looked at with accessibility and equality in mind in the design stage.

### **Race/ethnicity**

- 1.5.6. Based on the 2011 census data in South Staffordshire 95.90% of the population is white, 1.38% is Mixed/multiple ethnic groups, 1.96% is Asian/Asian British, 0.53% is Black/African/Caribbean/Black British and 0.22% is from other ethnic groups. The scheme or any changes to the NMu facilities resulting from the scheme are not expected to have an impact on people of different race or ethnicity.

### **Religion or belief**

- 1.5.7. In South Staffordshire 73.34% of the population is Christian, 0.17% is Buddhist, 0.38% is Hindu, 0.01% is Jewish, 0.34% is Muslim, 0.95% is Sikh, 0.27% has another religion, 18.40% has no religion and 6.13% preferred not to say. The scheme or any changes to the NMu facilities resulting from the scheme are not expected to have an impact on religion or belief.

### **Marriage or civil partnership**

- 1.5.8. In South Staffordshire the following details are known: Single (never married or never registered a same-sex civil partnership) 26.92%, Married 54.95%, In a registered same-sex civil partnership 0.12%, Separated (but still legally married or still legally in a same-sex civil partnership) 1.94%, Divorced or formerly in a same-sex civil partnership which is now legally dissolved. The scheme or any changes to the NMu facilities resulting from the scheme are not expected to have an impact on sexual orientation.

---

### **Sexual orientation**

- 1.5.9. No data is currently available however the scheme or any changes to the NMU facilities resulting from the scheme are not expected to have an impact on sexual orientation.

### **Pregnancy and maternity**

- 1.5.10. There is no local data available relating to pregnancy and maternity however, the scheme is expected to positively affect pregnant woman and families with small children as all NMUs will benefit from reduced traffic on the A460. Opportunities to further improve existing facilities will be looked at with accessibility and equality in mind in the design stage.

### **Gender reassignment**

- 1.5.11. There is no local data about the number of transgendered people of South Staffordshire, however the scheme or any changes to the NMU facilities resulting from the scheme are not expected to have an impact.

---

## **2. WALKING, CYCLING & HORSE-RIDING ASSESSMENT**

### **2.1. Review of Walking, Cycling & Horse-Riding Policies and Strategies**

- 2.1.1. National and local policies and guidance form the context within which the scheme will be developed are outlined below.
- 2.1.2. Discussions will take place with the Local Authority and other relevant organisations and bodies to ensure the whole range of diversity and inclusion of NMU's are considered and factored into the final solution.

#### **Highways England**

- 2.1.3. Highways England has previously explored the development of this scheme, as outlined in the scheme Technical Appraisal Report (TAR), whilst the scheme must meet current national government policy for NMUs and comply with the DMRB. These are discussed below.

#### **M54-M6/M6 (Toll) Link Road TAR 2009**

- 2.1.4. This report provides the technical rationale for the scheme and outlines the scheme objectives.
- 2.1.5. The principal scheme objective is to provide a Trunk Road link between the M54 and the M6/M6 (Toll), which will provide the following benefits:
- Reduction in congestion on local roads particularly A460, A449 and the A5;
  - Improvement in network reliability, resulting in a more efficient network; and
  - Improvement in access to and from the M54 corridor and Telford.
- 2.1.6. The TAR made reference to NMU, in 2009 it was envisaged that NMUs would remain on the existing A460, and would not use the new road network.
- 2.1.7. The report further outlined that "reduced traffic levels on the existing road should improve safety for these users. Details of proposals for NMUs at junctions will need to be developed further in later stages. The design has taken into account visibility requirements to ensure motorists have advance warning of hazards. The main areas for action are:
- Development of NMU facilities;
  - Development of maintenance strategy; and,
  - Undertake a Stage 1 Road Safety Audit."
- 2.1.8. The scheme is being developed to address traffic issues in the area, however the scheme will have an impact on NMUs.

#### **Briefing on the Government's ambition for cycling, Department for Transport, August 2013**

- 2.1.9. This vision document outlines the current Government position on catering for cyclists on the strategic road network, which is "Making greater provision for cycling on the strategic road network by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions;"
- 2.1.10. This approach means that the provision for cyclists should be included within the scheme design. Whilst a similar vision has not been provided for other NMU, the scheme will be designed in accordance with the DMRB.



---

## **Design Manual for Roads and Bridges**

2.1.11. The scheme should be designed in accordance with TA 91/05 (DMRB 5.2.4) Provision for Non-Motorised Users together with other relevant documentation.

### **Staffordshire Local Transport Plan 3 (2011)**

2.1.12. The Staffordshire County Council Local Transport Plan 3 (LTP3) contains the transport policies for the County over the next 15 years. The development of the scheme can support these objectives which are outlined below.

- Support Growth and Regeneration
- Maintaining the Highway Network
- Making Transport Easier to Use and Places Easier to Get to
- Improving Safety and Security
- Reducing Road Transport Emissions and Their Effects on the Highway Network
- Improving Health and Quality of Life
- Respecting the Environment

2.1.13. The LTP3 contains strategies for walking, cycling and District Integrated Transport Strategies. The M54-M6 scheme is contained within the South Staffordshire District Integrated Transport Strategy.

2.1.14. The LTP3 also contains the Staffordshire Public Rights of Way Improvement Plan which is a requirement of The Countryside and Rights of Way Act 2000 (England and Wales).

### **Public Rights of Way Improvement Plan**

2.1.15. The Staffordshire Rights of Way Improvement Plan (2011) details how the local authority will achieve the objectives outlined below.

- Improve the condition of the rights of way network
- Improve the accessibility of routes
- Improve the links with the wider countryside
- Improve the provision of off-road routes for horses and cyclists
- Improve safety for all users
- Encourage greater community involvement

2.1.16. These objectives will need to be considered during scheme development.

## **2.2. Collision data**

2.2.1. Accident data from the DfT STATS19 database has been extracted to identify the location and type of accidents involving pedestrians, cyclists and equestrians. In order to identify accident occurring within the vicinity of the scheme that could be addressed by the scheme design, data has been filtered to the survey area. This data is presented in Figure 2-1 and summarised in Table 2-1.

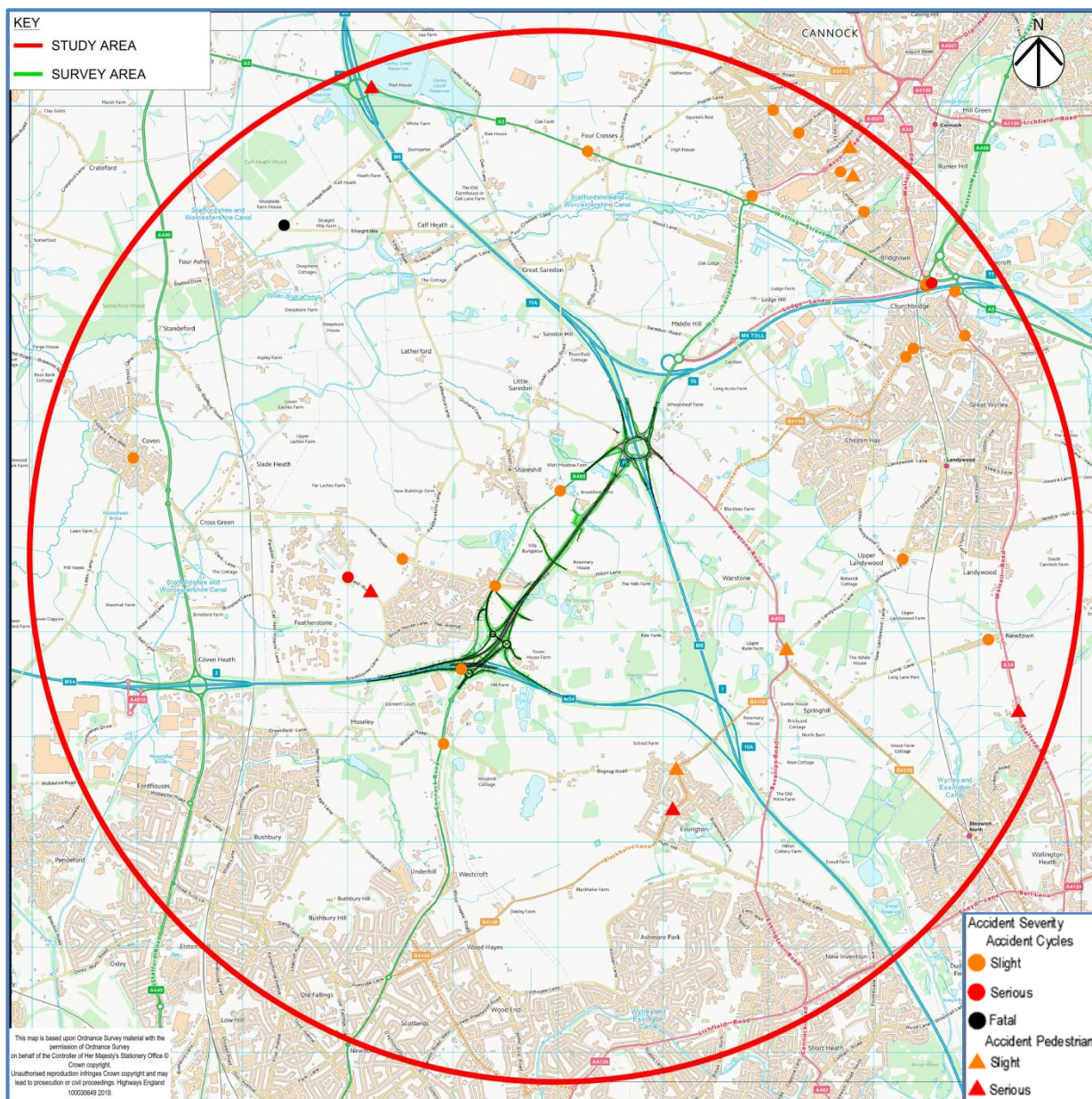
2.2.2. The data is for a 3 year period from January 2015 to December 2017. This table shows that here have been no fatal accidents involving pedestrians or equestrians. There has been 1 fatal accident involving a cyclist in this time period.

2.2.3. The data shows that within the vicinity of the scheme the majority of pedestrian accidents occurred in Cannock as this is where there is the greatest interaction between people and traffic. The majority of the cyclist accidents that have been recorded have occurred at busy junctions in towns and villages.

**Table 2-1 Accidents: Pedestrian, Cyclist and Equestrian Users**

User	Slight	Serious	Fatal	Total
Pedestrian	4	4	0	8
Cyclist	20	2	1	23
Equestrian	0	0	0	0
<b>TOTAL</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>31</b>

**Figure 2-1: Accident Locations**



---

## 2.3. Public Transport services and interchange information

2.3.1. There are a number of bus routes that use the local road network in the vicinity of the scheme. There is a potential for diversions to some routes as part of the scheme. Bus routes are shown on Figure 2-2. The routes in the immediate vicinity of the scheme with the potential for disruption or diversions are identified below:

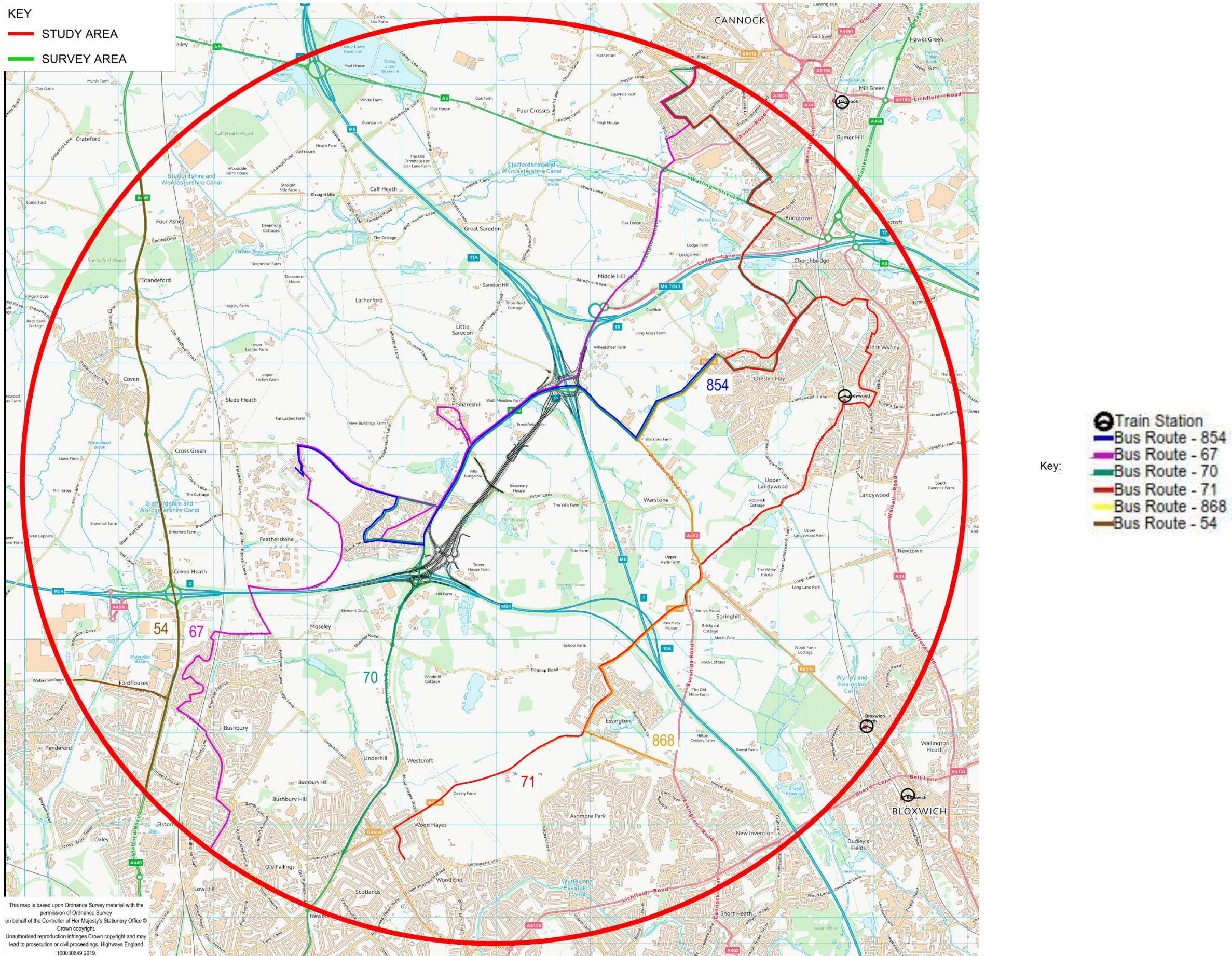
- National Express West Midlands Bus Company operates the Route 54 service between Wolverhampton and Stafford via i54 and Coven. The service runs every half hour between Monday and Saturday.
- Select Bus Company operates the Route 67 service between Cannock and Wolverhampton via Shareshill and Featherstone every two hours Monday-Friday). An alternative route is used for a single service every weekday morning and evening to access Cheslyn Hay High School.
- Arriva operates the Route 70 service between Cannock and Wolverhampton via Cheslyn Hay and Featherstone. The service runs every half hour between Monday and Saturday.
- Select Bus Company operates the Route 71 service between Cannock and Wolverhampton via Cheslyn Hay and Essington. The service runs buses Monday to Friday and a few on Saturday. The weekday service operates every 2 hours until 9 where it operates every hour.
- National Express West Midlands Bus Company also operates the Route 854 service between Cheslyn Hay High School and Brinsford via Featherstone. This service runs a single service every weekday morning and evening.
- The Route 868 from Bloxwich to Cheslyn Hay High School is operated by National Express West Midlands Bus Company. The service operates a single bus in the early morning and a single service in the afternoon. This service is only operational on school days.
- In addition to routes 854 and 868 which are both school bus journeys, there are other school routes in the vicinity of the scheme which are not listed as standard routes. Further information is to be obtained for the local authority regarding these routes and any design implications are to be addressed as part of detailed design.

2.3.2. There are no rail facilities in the immediate vicinity of the scheme. The nearest rail station from the scheme is Landywood near Cheslyn Hay approximately 3km east of the scheme however there are no direct transport links to this station. Located on the Chase Line, trains from Landywood depart hourly in each direction for Birmingham New Street and Rugeley Trent Valley, where connections to Stafford, Stoke-on-Trent, and Crewe are available. Morning and evening peak trains operate to Walsall and Birmingham half-hourly.

2.3.3. The A460 provides a link to Cannock station approximately 5km north of the scheme which can be accessed via a number of bus services. The A460 also provides a link to Wolverhampton station approximately 8km south of the scheme which can be accessed via a number of bus services. Services pass through the station between Birmingham New Street and Rugeley Trent Valley, with regular half-hourly services to Birmingham and Walsall.



Figure 2-2: Public Transport Services





## 2.4. Trip Attractors and Generators

2.4.1. Some locations in the area are likely to generate and attract trips by all modes of travel including NMU. The key trip attractors in the study area are outlined in Table 2-2 and presented and Figure 2-3.

**Table 2-2 Trip Attractors and Generators**

Trip Attractor	Location
Employers / Business Park	South Staffs Business Park, Cheslyn Hay
	Hilton Cross Business Park, south of M54 J1
	Hilton Hall
	Hilton Park Motorway Services
	Hilton Main Industrial Estate
	Landywood Enterprise Park
	Four Ashes Industrial Estate
	Moseley Park
	Longford Industrial Estate
	Cedars Business Centre
	Gallon Park
	i54 Business Park
	Essington Industrial Estate
Retail	Post Office and local shops in Featherstone
	Orbital Retail Park
	Linkway Retail Park
	Wyrley Brook Retail Park
	Post Office and local shops in Shareshill
	Post Office and local shops in Coven
	Post Office and local shops in Cannock
	Local shops in Cheslyn Hay
	Virage Park
	Gateway Retail Park
	Phoenix Retail Park
	Essington Farm Shop
	Cannock Gateway Retail Park

Schools	Whitgreave Primary School (Featherstone)
	St Johns Church of England School (Essington)
	Havergal Church of England Primary School (Shareshill)
	Cheslyn Hay Primary School
	Landywood Primary School
	Moathall Primary School
	Great Wryley Academy
	Saint Thomas More Catholic Primary School
	Northwood Park Primary School
	Anthony's Catholic Primary School & Nursery
	Moreton School
	Bushberry Hill Primary School
	St Paul's Church of England First School
	South Staffordshire College Progress Centre
	Glenthorne Community Primary School
	Beacon Primary School
	St Albans church of England Primary School
	Long Knowle Primary School
	Berrybrook Primary School
	Westcroft Sports & Applied Learning College
	Twinkle Stars Day Nursery
	Jubilee Academy
	Abbey Primary School
	Longford Primary School
	Corpus Christi Catholic Primary School
	Elston Hall Primary School
	Bridgetown Primary School
	Whitgreave Primary School
	North East Wolverhampton Academy
	Bushberry Nursery School
	Cheslyn Hay Community High School
Health	Featherstone Family Health Centre

	Bushberry Surgery, Dr K Krishan
	Ruskin Road Surgery
	Keats Grove Surgery, Dr MU Kehler
	Bilas Dr R
	Ashmore Park Health Centre
	High Street Surgery
	Mayfield Medical Practice
	Wardles Lane Surgery
	Fordhouses Medical Centr
	Essington Health Centre
Prisons	HMP Featherstone
	HMP Oakwood
	HMP/YOI Brinsford

- 2.4.2. The scheme is anticipated to benefit NMU access to the services and facilities available in Featherstone village. This is because conditions for NMU will be improved by reducing the traffic flows on the A460 through the village and with the potential of providing improved facilities for pedestrians and cyclists through Designated funding.

#### Future Development in the Area

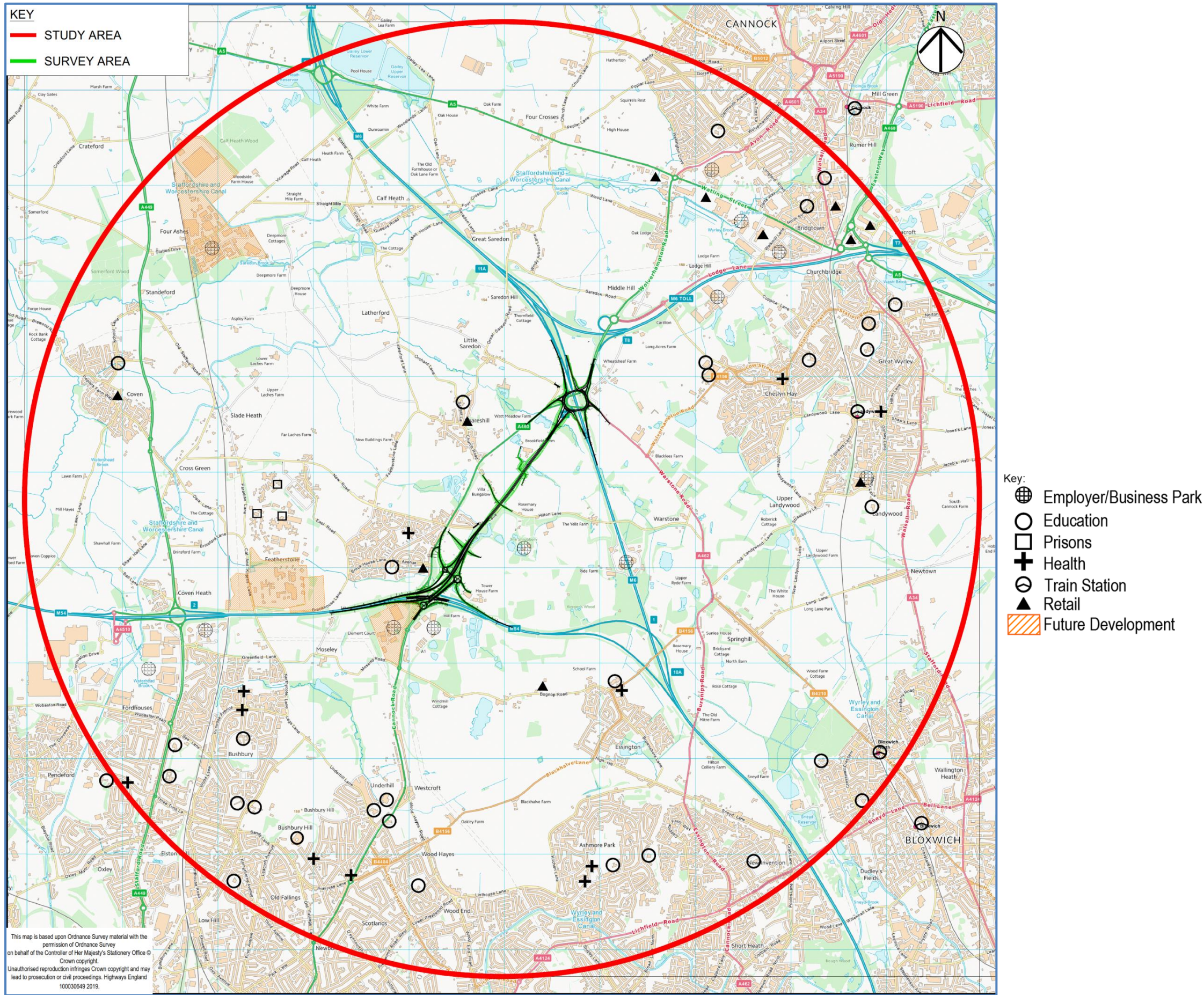
- 2.4.3. Future land-use planning needs to be considered when reviewing the likely impact of the scheme on NMU to ensure that the scheme does not negatively impact on NMU access to planned development. The South Staffordshire Local Plan (2018) identifies future developments within the study area as noted in Table 2-3.

**Table 2-3 Trip Attractors and Generators**

Trip Attractor	Location
Residential	Housing Site 168, Featherstone
	Housing Site 086, Coven
	Housing Site 130, Cheslyn Hay
	Housing Site 119, Cheslyn Hay
	Cheslyn Hay - 63 residential units
Employment	Featherstone, Royal Ordnance Factory 24ha
	Hilton Cross Strategic Employment site
	Hawkins Drive Industrial Estate, Cheslyn Hay 12.01ha
	Four Ashes Industrial Estate



Figure 2-3: Key Trip Attractors and Generators





---

## 2.5. Site Visit

- 2.5.1. On the 9th September 2014 a site visit was conducted to investigate the condition of the Pedestrian, Cyclist and Equestrian facilities and PRow in the area surrounded by the M6, A460 and Hilton Lane as well near Essington and M6 J11.
- 2.5.2. Photographs were taken during the site visit and are contained in Appendix A, with a plan of the photograph locations. The photographs are referenced as photograph numbers (P1 – P24). A summary of the review for each PRow is provided in Table 2-4.
- 2.5.3. The primary findings of the site visit were:
- The majority of the PRow are used for access to the farms/stables and for horse trailers as well as moving horses around the fields.
  - There was little evidence of high usage of PRow by NMUs in the area. However, the main route Shareshill 1 through the centre of the area is accessible and well-marked so there is the possibility that some walkers use it.
  - There is a continuous footway on the western side of the A460. The footway on the eastern side of the A460 is discontinuous, narrow and in a poor condition.
- 2.5.4. The current pedestrian environment in Featherstone is illustrated in Figure 2-4.
- 2.5.5. Formal signalised crossing facilities are provided on three arms of the New Road/Dark Lane junction. A pelican crossing is also provided to the north of this junction to cross the A460, as shown in Figure 2-5.

**Table 2-4 PRow Network in vicinity of Scheme**

PRow Reference	Type of route	Start / End Location	Civil Parish	Site Walk Through Comments	Comment
Shareshill 1	Bridleway	A460 near Brookfield Farm - Footway (Shareshill 17)	Shareshill	<p>Shareshill 1</p> <p>This bridleway, as shown in photographs P3 and P5, is clearly marked out through the field. The site visit identified that it appears that this routes is mainly used to move horses around the fields in the surrounding area.</p>	<p>Shareshill 1,3,4,5,17,18 and Saredon 8 form a grid in between the A460, Hilton Lane and the M6. Shareshill 3 connects this grid of pathways to Hilton Lane and therefore is likely to have high volumes of foot traffic. Brookfield Farm is a horse riding centre and therefore the bridleways nearby are likely to be busy and to be used by a range of age groups.</p>
Shareshill 3	Footpath	Hilton Lane near Hilton Hall - Bridgeway (Shareshill 1)	Shareshill	<p>Shareshill 3</p> <p>The path Shareshill 3 has been planted over therefore there is no evidence of use. However, the track shown in P9 provides an adjacent route that can be taken. The track is an access track to the rear of Brookfield Farm which links with the track shown in P12 to P14. This route is not visible from route Shareshill 1, shown in P10, however at the bottom of the slope it could be clearly seen as shown in P19. Shareshill 1 does not join up with Shareshill 3 as indicated by Staffordshire County Council plans.</p>	

PRoW Reference	Type of route	Start / End Location	Civil Parish	Site Walk Through Comments	Comment
Shareshill 4	Footpath	Footway (Saredon 8) - Bridgeway (Shareshill 1)	Shareshill	Saredon 8 / Shareshill 4 It did not appear that this footpath is used frequently as there was no defined path to follow, as can be seen in P4 and P7.	Shareshill 1,3,4,5,17,18 and Saredon 8 form a grid in between the A460, Hilton Lane and the M6. Shareshill 3 connects this grid of pathways to Hilton Lane and therefore is likely to have high volumes of foot traffic. Brookfield Farm is a horse riding centre and therefore the bridleways nearby are likely to be busy and to be used by a range of age groups.
Shareshill 5	Footpath	Hilton Lane Near A460 - Bridleway (Shareshill 18)	Shareshill		
Shareshill 17	Footpath	Bridgeway (Shareshill 1) - Hilton Lane, East of Yells Farm	Shareshill	Shareshill 17 This path could not be located. It was assumed the track that runs alongside it was used, shown in pictures P12 to P14. This is a gravelled track that is used by farm vehicles and provides access to a house and the horse fields. Along this track there were also a number of caravans outside a farm building as shown in P15. There was evidence that a clay pigeon shoot had been set up in the vicinity of the path. Equipment is stored in locked containers, shown in photograph P11.	
Shareshill 18	Bridleway	Hilton Lane, West of The Yells Farm	Shareshill	Shareshill 18 There is a utilities access point on this route, as shown in P16	

PRoW Reference	Type of route	Start / End Location	Civil Parish	Site Walk Through Comments	Comment
Shareshill 1R/2216	Footpath	Hilton Lane Shareshill 17	Shareshill		The current footpath is adjacent and parallel to the current M6 motorway.
Saredon 7	Footpath	Saredon Road - Bridleway (Saredon 13)	Saredon		
Saredon 8	Footpath	M6 J11 - Footway (Shareshill 4)	Saredon	Saredon 8 / Shareshill 4 It did not appear that this footpath is used frequently as there was no defined path to follow, as can be seen in P4 and P7.	These footpaths and bridleways form a grid in between the A460, Hilton Lane and the M6. Shareshill 3 connects this grid of pathways to Hilton Lane and therefore is likely to have high volumes of foot traffic. Saredon 8 connects to Shareshill 4 crossing the river at an undefined location. Brookfield Farm is a horse riding centre and therefore the bridleways nearby are likely to be busy and to be used by a range of age groups.
Saredon 13	Bridleway	Saredon Hall Farm - A460 at M6 J11	Saredon	The footpath and bridleway were inaccessible after accessing the path from Wolverhampton Road as shown in photographs P22 to P24. After accessing the overgrown path, approximately 100m down it was severed by a fence and onward travel was not easily established.	Bridleway goes under the M6 Toll and alongside the M6; it runs alongside the A460 and terminates at M6 J11. However this bridleway is near Saredon Hall Farm Riding Centre along Saredon Road and so could attract use. The bridle way is used by the riding centre – No easy access at J11 to cross the A460 ( steps)
Saredon 14	Footpath	Wolverhampton Road	Saredon		Connects a small group of houses Laney Green) to Cheslyn Hay schools (Primary and Community).
Featherstone 3	Bridleway	Moseley Road	Featherstone		Connects M54 Junction 1 with Moseley Road around the western side of Hilton Cross Business Park. Access to footpath adjacent to the current slip road to the M54 eastbound.
Essington 7	Footpath	Hobnock Road	Essington	These footpaths near Essington are no longer accessible due to recent developments in the area.	These three footpaths create a triangle and most likely a desire line from Hobnock Road into Essington. Essington 8 also connects Essington to Bloxwich.
Essington 8	Footpath	Hobnock Road	Essington		
Essington 9	Footpath	Brownshore Lane	Essington		



**Figure 2-4: Pedestrian Environment along the A460, Featherstone**



**Figure 2-5: Pelican Crossing over the A460, Featherstone**



---

## **2.6. Consultation with Key Stakeholders**

- 2.6.1. A number of meetings have been held with Key Stakeholders in the vicinity of the scheme. The information gathered and minutes of the meeting are held on project files to record the items discussed.

## **2.7. Existing pedestrian, cyclist and equestrian facilities within the local area**

- 2.7.1. A review has been undertaken of all existing NMU routes including Footpaths, Cycle Routes and Equestrian Routes within the scheme extents.
- 2.7.2. Existing PRoW bridleways are shown on Figure 2-8 and on the Streets, Rights of Way and Access Plans TR010054/APP/2.7.

### **Pedestrian / Shared Use Pedestrian and Cyclist Facilities**

- 2.7.3. At present, there are a number of footpaths that connect the A460 to other roads and paths in the vicinity of the scheme:
- There is a continuous footway on the western side of the A460. The footway on the eastern side of the A460 is discontinuous.
  - There is an existing shared footway/ cycleway running along the east side of the A460 between M6 Junction 11 and M6 Toll Junction T8. This footway/cycleway is approximately 3m wide.
  - There is an existing footway/cycleway on both sides of Stafford Road (A449).
  - There is also an existing shared footway/cycleway on one side of Brookhouse Lane.
  - On Bursnips Road (A462) there is an existing footway/cycleway.
  - An existing footway/cycleway on Wobaston Road turns to a segregated footway/cycleway after the junction to Overstrand.
  - There is an existing shared footway/cycleway on Innovation Dr.
- 2.7.4. Existing footpaths are shown in Figure 2-6 and on the Streets, Rights of Way and Access Plans TR010054/APP/2.7.

### **Cyclist Facilities**

- 2.7.5. There are currently little to no cycle specific measures along this part of the A460, however as shown in Figure 2-7 there is an advisory cycle route along Hilton Lane and Dark Lane
- There is a short section of cycle lane on the A460 on approach to crossroad to Dark Lane.
  - There are a number of advisory on road cycle routes in the vicinity of the scheme.

Existing cyclist facilities, such as bridleways, are shown on Figure 2-7 and on the Streets, Rights of Way and Access Plans TR010054/APP/2.7.

### **Equestrian Facilities**

- 2.7.6. Existing bridleways are shown on Figure 2-8 and on the Streets, Rights of Way and Access Plans TR010054/APP/2.7.
- 2.7.7. The impact on Bridleways in the vicinity of the scheme is likely to have an affect NMU access to the following locations:
- Brookfield Farm Equestrian Centre
  - Hilton Park Stables – Riding School



Figure 2-6: Pedestrian Facilities

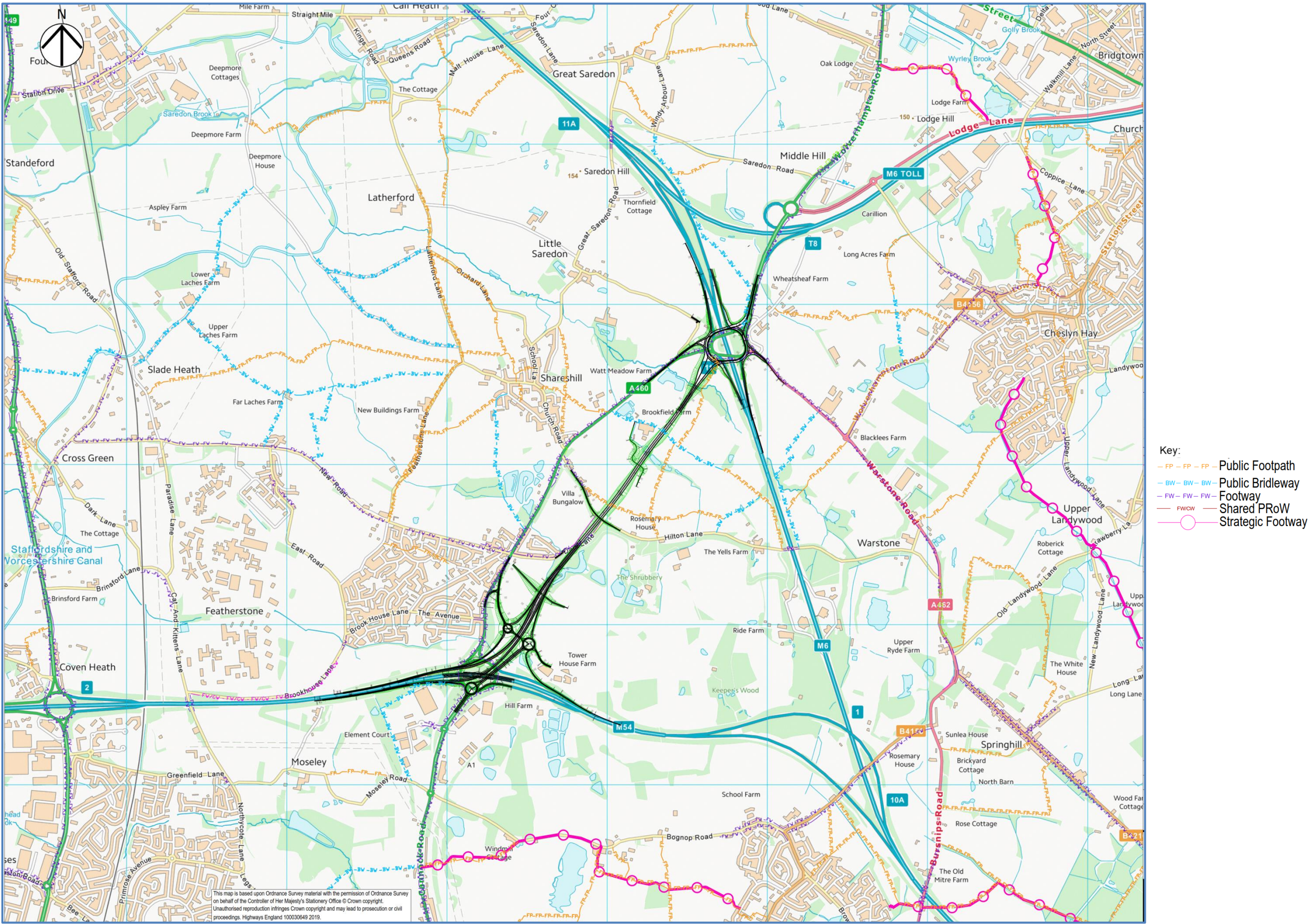




Figure 2-7: Cycle Facilities

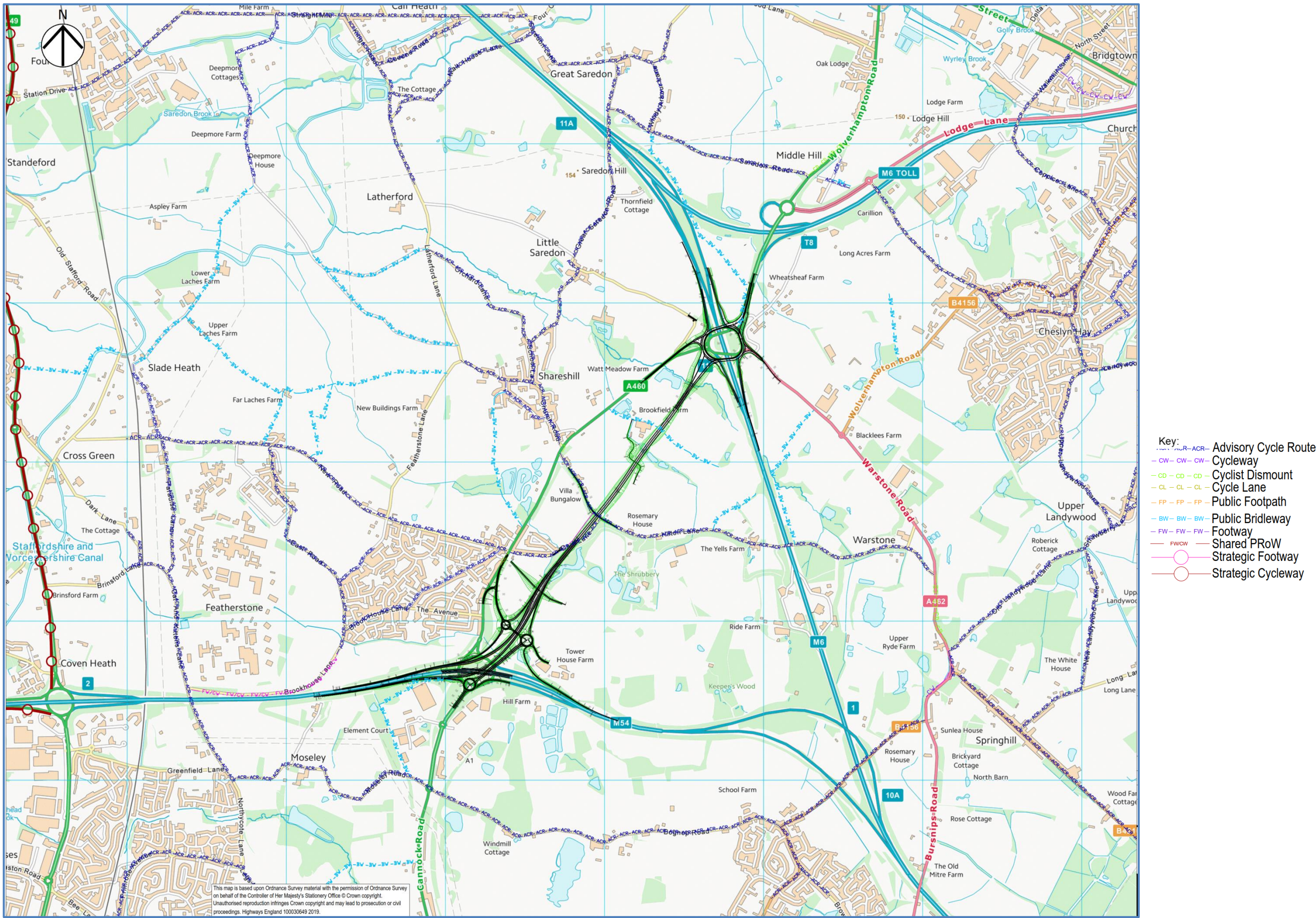
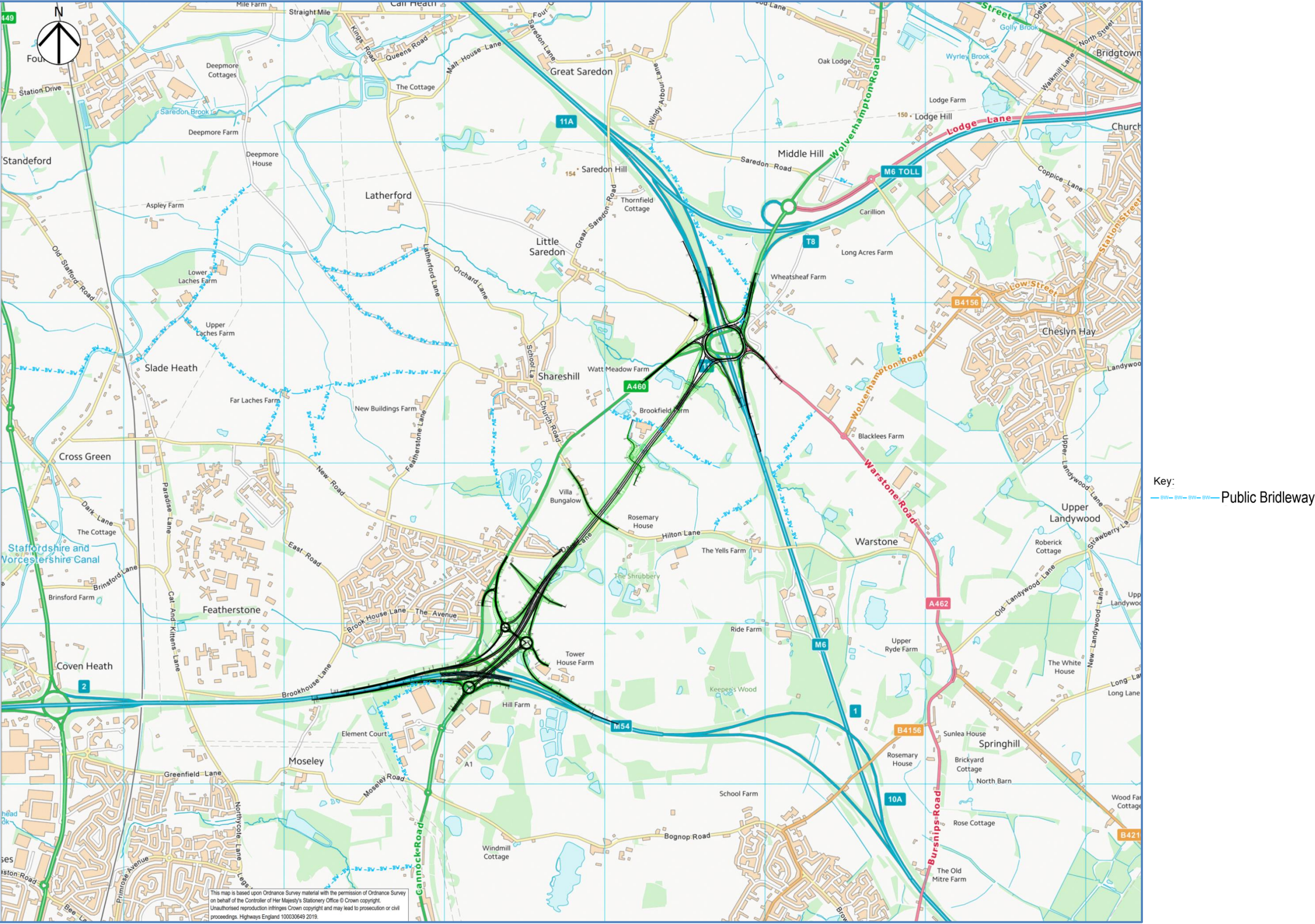




Figure 2-8: Equestrian Facilities





---

## **2.8. Existing pedestrian, cyclist and equestrian facilities beyond scheme extents and links to County /strategic networks**

2.8.1. The following pedestrian, cyclist and equestrian county/strategic networks outside the immediate scheme extents, but within the study area, have been identified:

### **Pedestrian Facilities**

- Forest of Mercia Way between Bloxwich and Cannock
- Wulfrun Way between Bloxwich, Essington and the A460

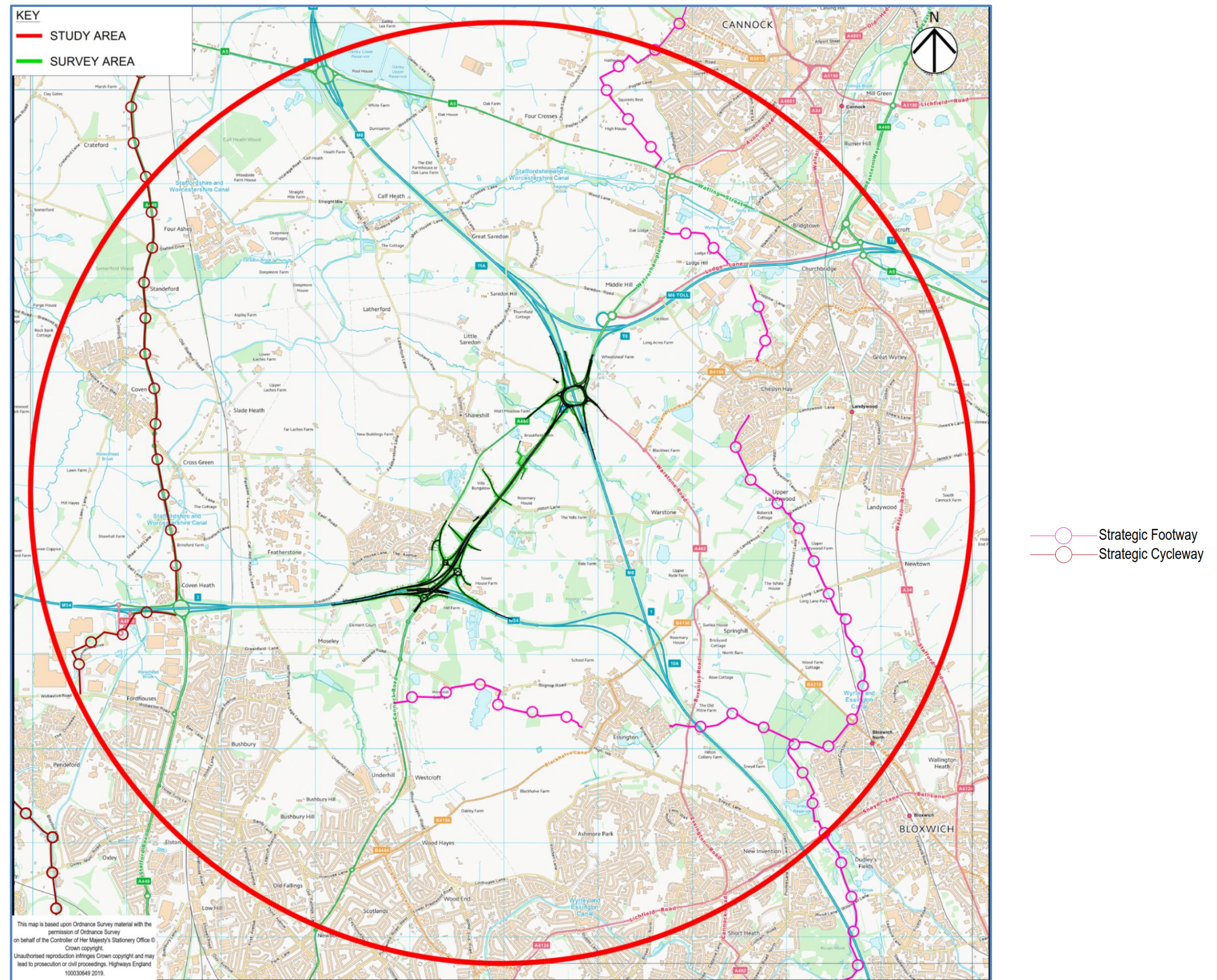
### **Cyclist Facilities**

- Shared use path alongside the A449 between Wolverhampton and Penkridge

2.8.2. The scheme is not anticipated to have an impact upon any of the wider pedestrian, cyclist and equestrian facilities. This is shown on Figure 2-9.



**Figure 2-9: Local and Strategic Networks within the Study Area and Survey Area**





## 2.9. Pedestrian, cyclist and equestrian survey data

2.9.1. A survey of the numbers of pedestrians, cyclists and equestrians in the vicinity of the scheme was undertaken on a weekend and weekday in August and September 2017. This is useful to understand the usage levels which would inform the design of potential mitigation measures. Details are provided in Table 2-5 below.

**Table 2-5: Walking, cycling & horse-riding user survey data**

Location	Weekend				Weekday			
	Ped.	Cycle	Eq.	Total	Ped.	Cycle	Eq.	Total
Shareshill 1	1	0	0	0	1	0	0	0
Shareshill 3	2	0	0	2	1	0	0	1
Shareshill 4 / Saredon 8	0	0	0	0	0	0	0	0
Shareshill 5	1	0	0	1	3	0	0	3
Shareshill 17	0	0	0	0	0	0	0	0
Shareshill 18	0	0	0	0	0	0	0	0
Shareshill 1R/2216	0	0	0	0	0	0	0	0
Saredon 13	0	0	0	0	0	0	0	0
Dark Lane (Beyond Park Road)	23	8	0	31	6	5	0	11
Hilton Lane (Near A460 Junction)	9	24	0	33	6	1	0	7
Hilton Lane (Near M6)	5	40	0	45	3	8	0	11
A460 (at M54 J1)	22	32	2	56	30	19	0	49
A460 (Featherstone to Shareshill)	23	39	0	62	42	19	0	61
A460 (Shareshill to M6 Junction 11)	7	22	0	29	2	5	0	7
A460 (M6 Junction 11 to M6 Toll JT8)	3	2	0	5	1	0	0	1
A4601 (Beyond JT8)	2	9	0	11	2	2	0	2
A460 (Beyond JT8)	0	6	0	6	0	0	0	0

2.9.1.1 The primary findings of the survey are:

- There is little evidence of high usage of PRoW by NMUs in the area.
- Dark Lane and Hilton Lane are well used by cyclist's as the advisory cycle route, most likely making weekend leisure trips.
- The A460 is well used by pedestrians and cyclists alike.
- There is little evidence of equestrians using PRoW in the vicinity of the scheme.

### 3. REVIEW OF WALKING, CYCLING & HORSERIDING ASSESSMENT OPPORTUNITIES

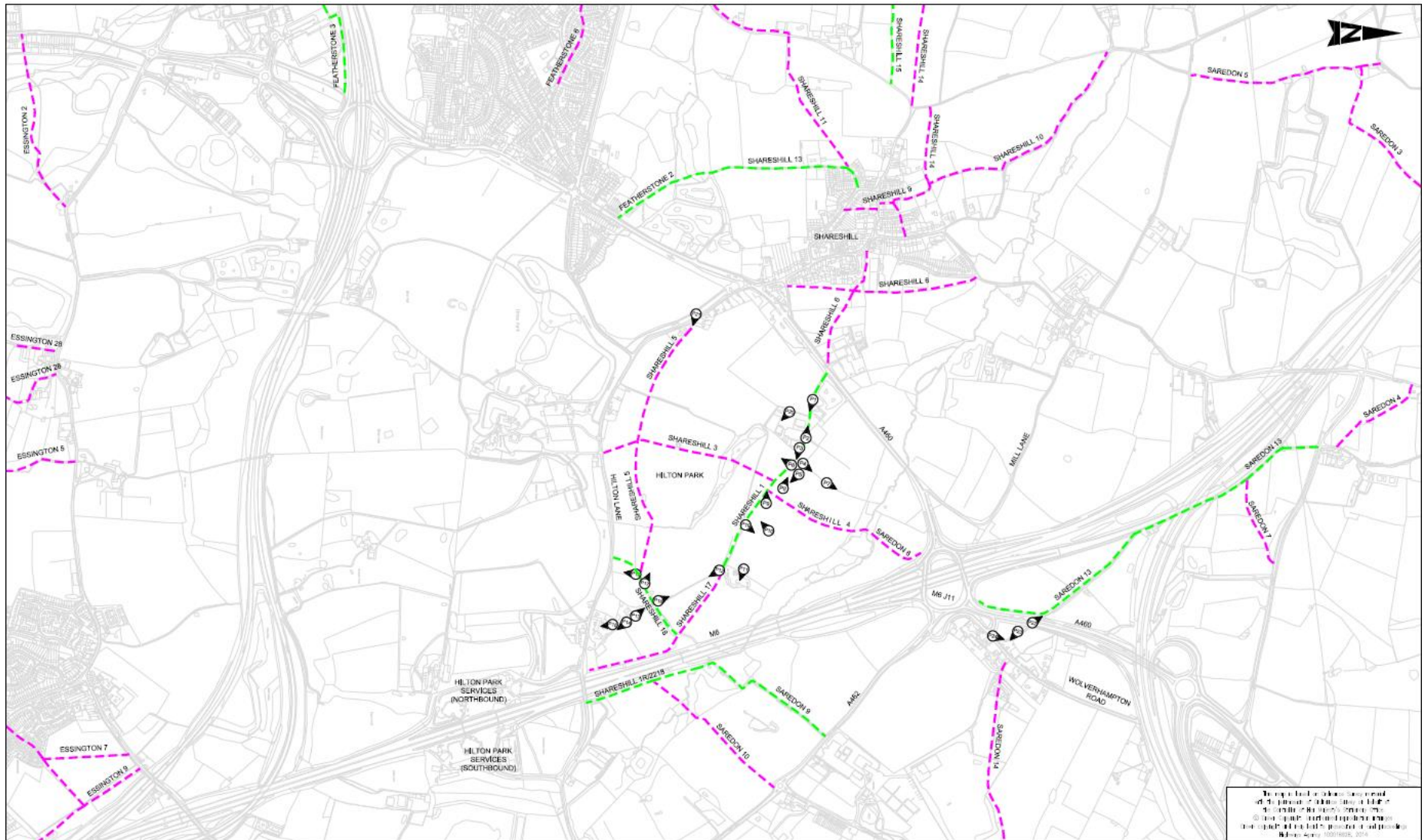
#### 3.1. Scheme Opportunities

- 3.1.1. The opportunities highlighted below are considered to be relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).
- 3.1.2. **Opportunity 1:** The scheme should be designed to minimise the impact on the PRoW and cycle routes by including provision for alternative routes. The design of these routes will need to consider the current and forecast number of users. In addition the design should aim to:
- Keep routes as close to the existing route as possible, and
  - Avoid diverting routes alongside the realigned road network where possible.
- 3.1.3. **Opportunity 2:** The scheme would replace the existing M54 J1 with a new junction which will make existing footpaths unusable. In addition the volume of traffic using the junction will make cycling on the carriageway difficult and potentially dangerous for users. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;
- A shared footway/cycleway for both cyclist and pedestrians to cross the junction.
  - A dedicated cycle facility at the junction as well as improved pedestrian crossing facilities. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.
- 3.1.4. **Opportunity 3:** The scheme would replace the existing M6 J11 with a new junction which will make existing footpaths unusable. In addition the volume of traffic using the junction will make cycling on the carriageway difficult and potentially dangerous for users. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;
- A shared footway/cycleway for both cyclist and pedestrians to cross the junction.
  - A dedicated cycle facility at the junction as well as improved pedestrian crossing facilities. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.
- 3.1.5. **Opportunity 4:** The scheme would sever the footway and advisory cycle route on Dark Lane. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;
- Provision of a dedicated pedestrian and cyclist facility alongside the link road between the stopped up Dark Lane and the A460.
  - If it is necessary for pedestrians and cyclists to utilise the current A460 corridor then consideration should be given to improved facilities along the A460 between Dark Lane and Hilton Lane to offset the severance of Dark Lane. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.
- 3.1.6. **Opportunity 5:** The scheme will have an impact on the route of a number of local bus services. Consideration should be given to the route of any diverted services as well as the potential need for relocating bus stops. The design should aim to keep the same level of service for local residents and keep routes as close to the existing route as possible.

---

## Appendices

### Appendix A      Site Visit Photo Locations

















Below is a list of photos and their relevant number for where they were taken, marked on the sketch below.

P1-	P2-
	
P3-	P4-
	
P5-	P6-
	









P7-	P8-
	
P9-	P10-
	
P11-	P12-
	



P13-	P14-
	
P15-	P16-
	
P17-	P18-
	



P19-	P20-
	
P21-	P22-
	
P23-	P24-
	

# **M54 to M6 Link Road**

## **Walking, Cycling & Horse-Riding Review Report**

**Report Number: HE514465-ACM-HGN-M54\_SW\_PR\_Z-RP-CH-1014-P03 S8**  
**January 2020**

---

## Contents

<b>1.</b>	<b>Introduction .....</b>	<b>4</b>
1.1.	Purpose of Report .....	4
<b>2.</b>	<b>Review of Walking, Cycling &amp; Horseriding Assessment Opportunities.....</b>	<b>5</b>
2.1.	Scheme Opportunities .....	5

---

# 1. INTRODUCTION

## 1.1. Purpose of Report

- 1.1.1. The proposed scheme is a highway improvement scheme that will have a permanent impact on the trunk road and local highway networks, therefore Highways England's Design Manual for Roads and Bridges (DMRB) HD 42/17 Walking, Cycling & Horse-Riding Assessment and Review applies.
- 1.1.2. In accordance with HD 42/17, the scale of the scheme has been assessed and is considered to qualify as a 'large' scheme for the purposes of this assessment. Therefore the scheme will be subject to a Walking, Cycling & Horse-Riding Assessment during the options stage of the proposed highway scheme; followed by Walking, Cycling & Horse-Riding Reviews at the preliminary and detailed design stages.
- 1.1.3. A Walking, Cycling & Horse-Riding Assessment has been completed, which provides a strategic study of the existing non-motorised user routes in the area surrounding the scheme, including an overview of the Public Rights of Way (PRoW) likely to be affected by the scheme.
- 1.1.4. It has been used to identify any current or potential NMU issues which are relevant to or could be improved as part of the scheme. The assessment sets out the objectives of the scheme for NMUs and the objectives of the design stage. It will also provide the necessary information to take appropriate decisions on scheme design elements that may affect NMUs.
- 1.1.5. This review report will document the decisions taken in relation to providing for NMU needs during the design stage, and note any failures to meet objectives and considerations for subsequent design stages.
- 1.1.6. Non-Motorised Users (NMUs) considered in this report are:
  - Pedestrians – including mobility impaired and vulnerable pedestrians.
  - Cyclists – including mobility impaired and vulnerable cyclists.
  - Equestrians – including mobility impaired and vulnerable equestrians.
- 1.1.7. The assessment will also consider the needs of disabled people, who may use any of these modes or other equipment such as wheelchairs. Users of electrically assisted pedal cycles or powered wheelchairs that conform to current Department for Transport (DfT) regulations, and may legally be used on pedestrian or cycle facilities, are also considered to be NMUs.
- 1.1.8. This report has been prepared in accordance with Highways England's Design Manual for Roads and Bridges (DMRB) Walking, Cycling and Horse-Riding Assessment and Review HD42/17 together with other relevant documentation e.g. IAN 195/16, IAN 143/11 and TA 91/05.

## 2. REVIEW OF WALKING, CYCLING & HORSE-RIDING ASSESSMENT OPPORTUNITIES

### 2.1. Scheme Opportunities

2.1.1. The opportunities highlighted below are considered to be relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

2.1.2. **Opportunity 1:** The scheme should be designed to minimise the impact on the PRow and cycle routes by including provision for alternative routes. The design of these routes will need to consider the current and forecast number of users. In addition the design should aim to:

- Keep routes as close to the existing route as possible, and
- Avoid diverting routes alongside the realigned road network where possible.

**Action Taken / Outcome:** The scheme has been designed to minimise the impact on the rights of way. The design of alternative routes aims to keep routes as close to the existing route as possible, and avoid diverting routes alongside the realigned road network where possible.

2.1.3. The Streets, Rights of Way and Access Plans TR010054/APP/2.7 detail any existing routes that are required to be changed, along with the proposals for new routes that will be implemented to retain access for removed routes. Further details are provided in Table 2-1.

In accordance with TA91/05, diversion routes should be limited to a difference in length of approx. 10%.

**Table 2-1 PRowS directly affected scheme**

PRow	Affect	Proposal	Length Difference
Shareshill 1	Severed	Realign the bridleway to cross the proposed road on the accommodation bridge south of Brookfield Farm. It should be noted that the proposed diversion exceeds the 10% limit as stated in TA91/05. Based on local constraints this is considered the preferable diversion route as this is not well used strategic route it is therefore considered an acceptable diversion length.	+15.57%
Shareshill 3	N/A	This route is not directly affected by the scheme.	N/A
Shareshill 4 / Saredon 8 / Saredon 1R/2214	Severed	Slightly affected at J11 – new access arrangements to be provided which include a crossing of the watercourse at existing ground level with a footpath structure to be detailed during detailed design. Existing M6 J11 provides steps at the end of route to access the footways. Replacement of steps with ramp.	+4.18%



PRoW	Affect	Proposal	Length Difference
Shareshill 5	Severed	Realign the footpath to cross the proposed new link road on the new Hilton Lane bridge and connect to Shareshill 3.	+0.5%
Saredon 13	Severed	Route is severed by the A460 north, to be realigned along new A460 north with minor change to length. Existing M6 J11 provides steps at the end of Saredon 13 to access the footways. Replacement of steps with ramp.	+1.05%
Featherstone 3	Severed	Access to footpath adjacent to the current slip road, re-align to toe of proposed slip road and re-connect where possible into existing route	-1.05%
Featherstone 8	N/A	This route is not affected by the scheme.	N/A
LM645G	N/A	There has been an application to add footpaths to the Definitive Map in the vicinity of J1 of the M54 (reference number LM645G). Based on the current information available, this route is not affected by the scheme.	N/A

2.1.4. **Opportunity 2:** The scheme would replace the existing M54 J1 with a new junction which will make existing footpaths unusable. In addition the volume of traffic using the junction will make cycling on the carriageway difficult and potentially dangerous for users. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;

- A shared footway/cycleway for both cyclist and pedestrians to cross the junction.
- A dedicated cycle facility at the junction as well as improved pedestrian crossing facilities. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.

**Action Taken / Outcome:** The design currently includes shared footways/ cycleways as a replacement to the existing routes that are severed by the new Junction 1. The proposed route runs along the revised A460 south roundabout, up the north/south dumbbell link, across the east/west dumbbell link towards the A460 as shown on the Streets, Rights of Way and Access Plans TR010054/APP/2.7. The current design does not include a dedicated cycle facility M54 Junction 1 due to limited space.

2.1.5. **Opportunity 3:** The scheme would replace the existing M6 J11 with a new junction which will make existing footpaths unusable. In addition the volume of traffic using the junction will make cycling on the carriageway difficult and potentially dangerous for users. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;

- A shared footway/cycleway for both cyclist and pedestrians to cross the junction.
- A dedicated cycle facility at the junction as well as improved pedestrian crossing facilities. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.

**Action Taken / Outcome:** As Junction 11 is to be reconstructed, the design currently includes shared footways/ cycleways as a replacement to the existing routes as shown on the Streets, Rights of Way and Access Plans TR010054/APP/2.7. Junction 11 is to be signalised so pedestrians/cyclists will be required to cross each arm during the red phase of the signals. The current design does not include a dedicated cycle facility at M6 Junction 11 due to limited space available. There is limited opportunity to provide an off-carriageway cycling facility that would cross over the M6.

2.1.6. **Opportunity 4:** The scheme would sever the footway and advisory cycle route on Dark Lane. Mitigation measures and opportunities for additional pedestrian and cyclist facilities should be investigated during preliminary design. Consideration should be given to the provision of the either of the following;

- Provision of a dedicated pedestrian and cyclist facility alongside the link road between the stopped up Dark Lane and the Hilton Lane
- If it is necessary for pedestrians and cyclists to utilise the current A460 corridor then consideration should be given to improved facilities along the A460 between Dark Lane and Hilton Lane to offset the severance of Dark Lane. Consideration is to be given to both on and off-carriageway facilities given that cyclists are likely to make use of both types of facility at this location.

**Action Taken / Outcome:** The design includes a diversion for shared footway/ cycleway between the severed Dark Lane and Hilton Lane as shown on the Streets, Rights of Way and Access Plans TR010054/APP/2.7. This route runs along the top of the embankment to be constructed and will join into Hilton Lane.

Discussions with the council are to take place to review the suitability of the route. Local cyclists will be involved in discussions to highlight any desired facilities.

2.1.7. **Opportunity 5:** The scheme will have an impact on the route of a number of local bus services. Consideration should be given to the route of any diverted services as well as the potential need for relocating bus stops. The design should aim to keep the same level of service for local residents and keep routes as close to the existing route as possible.

**Action Taken / Outcome:** The design of alternative bus stops and bus routes aims to keep routes as close to the existing route as possible. Changes to bus routes are detailed in Table 2-2.

**Table 2-2 Proposed Changes to Bus Service Routes**

Bus Route	Affect	Proposal	User Length Difference
Route 54 / 54A	None	This route is unaffected by the proposed scheme.	N/A
Route 67	None	The changes at M54 J1 will require this route to use the new junction between the old A460 and the new alignment. It is anticipated that there will be no impact on the bus stops along this route. This route is not directly affected at M6 J11 as it is anticipated that the service will use the new layout of the junction which is not anticipated to have any impact on the service.	N/A



Bus Route	Affect	Proposal	User Length Difference
Route 70	Severed	The changes at M54 J1 will sever this route. It is proposed that the service will use the new layout of M54 J1 then access Featherstone via the new junction between the new and old A460 in order to access The Avenue as per the current route. In the southbound direction, this service currently uses the stop along the A460 to the south of The Avenue, however as this service will no longer use this section of the A460 it is proposed that the service uses the existing stop outside the Public House just north of The Avenue which is a difference of approximately 200m. In the other direction, this service does not stop along the A460 and the first stop in Featherstone is along the avenue. This route is not directly affected at M6 J11 as it is anticipated that the service will use the new layout of the junction which is not anticipated to have any impact on the service.	200m
Route 71	None	This route is unaffected by the proposed scheme.	N/A
Route 854	None	The changes at M54 J1 will require this route to use the new junction between the old A460 and the new alignment. It is anticipated that there will be no impact on the bus stops along this route. This route is not directly affected at M6 J11 as it is anticipated that the service will use the new layout of the junction which is not anticipated to have any impact on the service.	N/A
Route 868	None	This route is unaffected by the proposed scheme.	N/A