Public Consultation Report – December 2015

M6 Junction 10 Improvements
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1.0 Introduction

Walsall Council is working in partnership with Highways England to improve Junction 10 of the M6 motorway (M6J10). As a busy route between Walsall and Wolverhampton, the junction is often heavily congested and this reduces the attractiveness of the local area for business and investment, including within the nearby Black Country Enterprise Zone.

Walsall Council and Highways England are developing plans to provide a long term improvement to M6 Junction 10. The non-statutory public consultation events held in December 2015 presented the current scheme options and sought comments and feedback to inform the final decision and help shape the design.

1.1 Main objectives of the scheme

There are three main objectives of the M6J10 scheme. The first objective is to reduce congestion. By improving M6J10, congestion can be reduced on the A454 Black Country Route eastbound to improve journey time reliability. This is critical to the needs of local residents, businesses and the 120 hectares of developable land within the nearby Black Country Enterprise Zone. Congestion can be reduced on other roads linking to the junction, such as A454 Wolverhampton Road, B4464 Wolverhampton Road West and Bloxwich Lane, reducing ‘rat-running’ traffic on nearby routes parallel to the A454 Black Country Route, the A454 Wolverhampton Road and the B4464 Wolverhampton Road West.

The second objective is to support economic growth with the enhancement of transport infrastructure. Improving M6J10 will complement recent investments in local transport infrastructure made by Walsall Council which includes the £26m Darlaston Strategic Development Area (DSDA) Access Project. Highways England has also made significant recent investment with Smart Motorways at M6 Junctions 5-8 and 10A-13. Together these schemes will result in enhanced operational conditions for existing businesses, especially those with Heavy Good Vehicles (HGVs) that rely on excellent links to the strategic road network. New business and development will be attracted to the area by enhanced road infrastructure and reduced journey times.

The third objective is to provide a safe and serviceable network. Replacing the bridge structures over the M6 motorway and avoiding major maintenance work on the structures in the near future. Conditions for cyclists, pedestrians and other non-motorised users can also be enhanced.

In addition to addressing all of the above the option selected will also provide good value for money.
1.2 Scheme Options

Previous Options Considered

In June 2013, Walsall Council in conjunction with Highways England went through a detailed process of assessing a number of design options for M6J10. The assessments were based on traffic modelling, design and maintenance considerations. These five options, together with the outcomes of the option assessment and plans were included in the material produced for the consultation.

Below are the main reasons why four of the five the previous options were discounted

Option 2; four new straight bridges including two lanes on each bridge
Creating four new additional structures will require a bigger maintenance programme in the future causing more disruption.

Option 3; retain the existing bridges, build two new bridges -- two lanes on each bridge
Continued use of the existing bridges would require an extensive and ongoing maintenance programme causing more disruption. Furthermore there would be insufficient width between the bridges to install a vehicle restraint system to be compliant with current standards.

Option 4; two new straight bridges, including two lanes plus a flyover
Option discounted as it cannot be constructed within the footprint of the junction, particularly on the A454 Wolverhampton Road side. The existing structures would also need replacing.

Option 5; two new straight two lane bridges plus a centre straight through bridge
The addition of the centre bridge introduces an additional traffic signal stage on each side of the roundabout which cause traffic build up. The existing structures would also need replacing.

The preferred options

The reasons why option 1a and 1b are the preferred options.

Option 1a; two new straight bridges including four lanes on each bridge
This option offers the largest improvement when reducing congestion. Both existing structures will be replaced – reducing future maintenance costs. New bridge structures can be constructed alongside the existing reducing disruption during construction.

Options 1b; two new curved bridges including four lanes on each bridge
Also offers the largest improvement when reducing congestion. Both existing structures will be replaced -- reducing future maintenance costs. New bridge structures can be partially constructed alongside the existing reducing disruption during construction.

The consultation materials included full scheme options can be found in Appendix 6.1 and 6.2.
1.3 Project timescale

The December 2015 consultation was the opportunity for stakeholders to give their views on the options proposed ahead of further development of the scheme and the selection of a preferred design.

Following the closure of the consultation period on Sunday 24 January 2016, Walsall Council and Highways England have considered all of the responses and opinions of the public, local groups and organisations. This has enabled further development of the scheme. The preferred design will be announced around September 2016.

Once the design has been announced a second public consultation will be conducted. This consultation will be part of the process of taking the preferred scheme option towards gaining funding, planning approval and any required statutory powers that are needed in order for the scheme to be built.

At present Walsall Council and Highways England anticipate that the scheme will take approximately two years to build, starting construction during 2018 and then being open to traffic during 2020.
2.0 December 2015 Consultation Exercise

2.1 Overview
A non-statutory joint consultation exercise between Walsall Council and Highways England was open from Thursday 3 December, 2015 until Sunday 24 January 2016.

The exercise saw Walsall Council and Highways England officers attend five events in total. The first event had a specific and distinct purpose, to announce the project to the relevant news media outlets and to then engage separately with local politicians and key organisational stakeholders (emergency services, bus companies, etc).

The following four events were all fully open to all, including the general public.

The details of the consultation events were as follows:

1. Friday 4 December 2015; 12pm - 4pm; Tesco, Owen Rd, Willenhall
2. Saturday 5 December 2015; 10am - 2pm; Holiday Inn, Wolverhampton Road West
3. Monday 7 December 2015; 2pm - 7pm; The Village Hotel, Tempus Drive, Walsall
4. Wednesday 9 December 2015; 10am - 4pm; The New Art Gallery, Gallery Square

At all of the events, seven banners were erected which displayed information about the scheme, covering topics such as justification, objectives and the preferred options for the scheme. Attendees were invited to talk through the scheme and the options. Brochures containing similar information were available to take away, this also contained information on how to complete the questionnaire. This could be done by either filling-in a paper copy or going to the Walsall Council website where an electronic copy could be filled-in and then submitted.
2.2 Promoting the consultation

Direct promotion to residents
In advance of the first event, letters were hand delivered to households and business within an area of influence of M6 J10. In total around one thousand letters were delivered to the nearest residents to the junction.

Direct promotion to businesses
Officers of Walsall Council made contact via email with over six thousand business contacts across the borough. M6 Junction 10 is the key link to the motorway network for businesses across much of the borough. The emails were supplemented with face-to-face visits to twenty companies. These companies are located within a half-mile radius of the junction and were identified as either key employers or originators of significant volumes of road traffic.

On-street promotion
Around one hundred and fifty A4 posters were erected on lamp columns close to the consultation event - a week in advance of the first event. The posters listed the dates and locations of all events.

News media promotion
The press event which began the public consultation period was used to publicise the event and the wider project to local news media. This resulted in a front page story on the main local newspaper, the Express & Star, which covers all of the Black Country and large parts of the wider West Midlands region, and a piece on BBC Midlands Today 3 November, 2015.

Online and social media promotion
Finally, information about the consultation period and about the project more generally was made available on both the Walsall Council and Highways England websites. Alongside this, the social media channels of both Walsall Council and Highways England – namely Facebook and Twitter – were used, firstly, to inform the public about the consultation events and, secondly, to inform the public as to how they could respond to the consultation with their views of the proposals to improve M6 Junction 10.

2.3 Copies of consultation materials
All consultation materials can be found on the M6 J10 website, and at the end of this report in Appendix 6.1 and 6.2.

2.4 Total attendance & questionnaires
By the end of the final consultation event, a total of 265 people had attended. By the time the overall consultation period closed on Sunday 24 January 2016, a total of 217 questionnaire responses had been submitted. It is those 217 responses from which this report draws all data and subsequent analysis.
2.5 Questionnaires

A questionnaire was designed in order to elicit feedback from stakeholders as part of the consultation.

The questionnaire contained multiple choice, tick-box, and ranking of importance style questions. These asked respondents to detail their frequency of travel through M6 J10, their main mode/s of transport and their journey origins and destinations. Respondents were also asked to give their views on the potential effectiveness of each of the preferred options, if they disagreed or agreed with any part of the scheme, and to state in detail their reasons why.

The questionnaire is key to the consultation as it was our main method of eliciting both quantitative and qualitative information giving a detailed and holistic overview of current public perceptions of the proposals to improve M6 Junction 10. As such, analysis of the results of the questionnaire will form the bulk of the remainder of this public consultation report.

For reference, as with all other public consultation materials, the questionnaire can be found at in Appendix 6.5.
3.0 Questionnaire results and analysis

The questionnaire asked 15 questions of all respondents with those questions addressing two broad but distinctly different topics. The first topic related to respondent travel behaviour whilst the second topic related to respondent perceptions of the proposed improvement.

The remainder of Section 3 is split into these 2 sections and deals in chronological order with each question, describing and then analysing the received responses.

3.1 Questions pertaining to respondent travel behaviour

Questions 1 to 6 of the questionnaire related to how and when the consultees used M6 J10. Results can be see below.

3.1.1 Question 1

How often, if at all, do you travel through M6 junction 10 (either on the motorway or around the roundabout)? Select ONE only.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Almost every day (93)</td>
<td></td>
<td>43%</td>
</tr>
<tr>
<td>Weekly (76)</td>
<td></td>
<td>35%</td>
</tr>
<tr>
<td>Monthly (33)</td>
<td></td>
<td>15%</td>
</tr>
<tr>
<td>Within the last 12 months (14)</td>
<td></td>
<td>7%</td>
</tr>
<tr>
<td>Longer ago (1)</td>
<td></td>
<td>1%</td>
</tr>
</tbody>
</table>

3.1.2 Question 2

During the last 12 months how have you travelled through M6 junction 10? Select all that apply.

140 (64.8%) Travel north or south on the M6 through J10
118 (54.6%) Exit M6 junction 10 from the north and travel towards Wolverhampton / Willenhall
116 (53.7%) Exit M6 junction 10 from the north and travel towards Walsall
114 (52.8%) Exit M6 junction 10 from the south and travel towards Wolverhampton / Willenhall
104 (48.1%) Exit M6 junction 10 from the south and travel towards Walsall
115 (53.2%) Travel from the direction of Walsall joining M6 J10 southbound (towards Birmingham)
104 (48.1%) Travel from the direction of Walsall joining M6 J10 northbound (towards Stafford)
101 (46.8%) Travel from the direction of Wolverhampton / Willenhall joining M6 J10 southbound (towards Birmingham)
90 (41.7%) Travel from the direction of Wolverhampton / Willenhall joining M6 J10 northbound (towards Stafford)
157 (72.7%) Travel from the direction of Walsall over M6 junction 10 towards Wolverhampton / Willenhall
146 (67.6%) Travel from the direction of Wolverhampton / Willenhall over M6 junction 10 towards Walsall
3.1.3 Question 3

During the last 12 months at what time of the day / night have you travelled through M6 junction 10? Select all that apply.

- Peak hours 7am to 10am (157) - 73%
- Day time 10am to 4pm (161) - 75%
- Peak hours 4pm to 7pm (164) - 76%
- Night time 7pm to 7am (132) - 61%

3.1.4 Question 4

And in the last 12 months on what days of the week have you travelled through M6 junction 10? Select all that apply.

- Monday to Friday (207) - 96%
- Saturday / Sunday (165) - 76%

3.1.5 Question 5

What mode of transport do you usually use when travelling through M6 junction 10? Select ONE only.

- On foot (-)
- Bicycle (2) - 1%
- Moped / motorcycle (-)
- Car / small van (driver or passenger) (194) - 90%
- Bus / coach / minibus (17) - 8%
- Rigid HGV (2) - 1%
- Articulated HGV (1) - 1%
- Other (-)
3.1.6 Question 6; please tell us your home postcode.

The full post codes provided were used to create the map above. Most of the people who responded to the questionnaire live in Walsall or Wolverhampton. However some were as far away as Gillingham, Corby, Wilmslow and Dorset, which couldn’t be plotted on this map.
3.2 Questions pertaining to respondent perceptions of the proposed improvement

Questions 7 to 15 relate to the scheme options for M6 J10 and ultimately which of the preferred options is most desirable.

3.2.1 Question 7

**To what extent do you agree or disagree that M6 junction 10 needs improving?**
Select one only.

- Strongly agree (167) 77%
- Agree (33) 15%
- Disagree (8) 4%
- Strongly disagree (9) 4%

Out of the 217 people who responded to the consultation 92% either strongly agreed or agreed that M6 J10 needs improvement. Compared to only 8% of respondents who either strongly disagreed or disagreed that M6 J10 needs improvement.
3.2.2 Question 8

Consultees were asked the reasons why they agreed or disagreed that M6 J10 needs improvement. Out of the 217 people who answered question 7, 170 people gave a single or multiple reasons.

From question 7 we can see that 200 people either strongly agreed or agreed that M6 J10 needs improvement. A total of 178 reasons were given by the 200 respondents. The reasons given fall into one of the categories below in Table 1.

Out of the respondents who either strongly agreed or agreed 82.57% felt that congestion is the main issue at M6 J10.

Table 1

<table>
<thead>
<tr>
<th>Reason for strongly agree or agree</th>
<th>Agree Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion/Capacity</td>
<td>82.57</td>
</tr>
<tr>
<td>Current arrangement not adequate</td>
<td>3.97</td>
</tr>
<tr>
<td>Poor road surface</td>
<td>4.48</td>
</tr>
<tr>
<td>Road Safety issues</td>
<td>2.81</td>
</tr>
<tr>
<td>Current traffic signal timings/setup not working</td>
<td>1.69</td>
</tr>
<tr>
<td>Noise / Pollution issues</td>
<td>1.12</td>
</tr>
<tr>
<td>Age of structure</td>
<td>1.12</td>
</tr>
<tr>
<td>Lack of pedestrian / cycling facilities</td>
<td>0.56</td>
</tr>
<tr>
<td>Current arrangement gives a poor image for the region</td>
<td>0.56</td>
</tr>
<tr>
<td>Other</td>
<td>1.12</td>
</tr>
</tbody>
</table>

17 people either strongly disagreed or disagreed that M6 J10 needs improvement. A total of 14 reasons were given by the 17 respondents. The reasons given, fall into one of the categories below in Table 2.

Table 2

<table>
<thead>
<tr>
<th>Reason for strongly disagree or disagree</th>
<th>Disagree Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion problems are on the M6 motorway not the island</td>
<td>35.71</td>
</tr>
<tr>
<td>Current scheme options not suitable</td>
<td>14.29</td>
</tr>
<tr>
<td>Not value for money / Cost too high</td>
<td>14.29</td>
</tr>
<tr>
<td>Current configuration is sufficient</td>
<td>14.29</td>
</tr>
<tr>
<td>Increasing capacity not the answer</td>
<td>7.14</td>
</tr>
<tr>
<td>Concerns widening will cause road safety issues</td>
<td>7.14</td>
</tr>
<tr>
<td>Concerned with disruption/delay caused by works</td>
<td>7.14</td>
</tr>
</tbody>
</table>

The top reason, at 35.71% was that congestion problems on the M6 motorway were an issue rather than on the M6 J10 island. However, this was only 2.6% of the overall reasons given as shown in Table 3 on page 15.
<table>
<thead>
<tr>
<th>Reason</th>
<th>Fell into Agree or Disagree</th>
<th>Overall %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion/Capacity</td>
<td>Agree</td>
<td>76.57</td>
</tr>
<tr>
<td>Current arrangement not adequate</td>
<td>Agree</td>
<td>3.65</td>
</tr>
<tr>
<td>Poor road surface</td>
<td>Agree</td>
<td>4.18</td>
</tr>
<tr>
<td>Road Safety issues</td>
<td>Agree</td>
<td>2.6</td>
</tr>
<tr>
<td>Current traffic signal timings/setup not working</td>
<td>Agree</td>
<td>1.56</td>
</tr>
<tr>
<td>Noise / Pollution issues</td>
<td>Agree</td>
<td>1.04</td>
</tr>
<tr>
<td>Age of structure</td>
<td>Agree</td>
<td>1.04</td>
</tr>
<tr>
<td>Lack of pedestrian / cycling facilities</td>
<td>Agree</td>
<td>0.52</td>
</tr>
<tr>
<td>Current arrangement gives a poor image for the region</td>
<td>Agree</td>
<td>0.52</td>
</tr>
<tr>
<td>Other</td>
<td>Agree</td>
<td>1.04</td>
</tr>
<tr>
<td>Congestion problems are on the M6 motorway not the island</td>
<td>Disagree</td>
<td>2.6</td>
</tr>
<tr>
<td>Current scheme options not suitable</td>
<td>Disagree</td>
<td>1.04</td>
</tr>
<tr>
<td>Not value for money / Cost too high</td>
<td>Disagree</td>
<td>1.04</td>
</tr>
<tr>
<td>Current configuration is sufficient</td>
<td>Disagree</td>
<td>0.52</td>
</tr>
<tr>
<td>Increasing capacity not the answer</td>
<td>Disagree</td>
<td>0.52</td>
</tr>
<tr>
<td>Concerns widening will cause road safety issues</td>
<td>Disagree</td>
<td>0.52</td>
</tr>
<tr>
<td>Concerned with disruption/delay caused by works</td>
<td>Disagree</td>
<td>0.52</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>100 %</strong></td>
</tr>
</tbody>
</table>

### 3.2.3 Question 9

**Please read all of the considerations below and rank (number) them in order of importance to you.**

An average score was calculated from the two hundred and seventeen responses and were ranked in order of importance as below:

1. The congestion is reduced
2. The safety of road users
3. Disruption to road users during construction
4. The ease of use / navigation
5. The time taken to complete the scheme
6. Pedestrian Safety
7. Cycle user safety
8. The cost
9. The environmental impact
10. The impact on surrounding land
11. The visual impact
3.2.4 Question 10; is there anything else you think is important when choosing a design option for M6 J10?

Please see section 3.8.9

3.2.5 Question 11

Which option do you think is the best design for M6 junction 10? Select one only.

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1a (41)</td>
<td>19%</td>
</tr>
<tr>
<td>Option 1b (52)</td>
<td>24%</td>
</tr>
<tr>
<td>Either option 1a or 1b (48)</td>
<td>22%</td>
</tr>
<tr>
<td>Neither option 1a or 1b (13)</td>
<td>6%</td>
</tr>
<tr>
<td>Don't know (46)</td>
<td>21%</td>
</tr>
<tr>
<td>Other (17)</td>
<td>8%</td>
</tr>
</tbody>
</table>

3.2.6 Question 12

Why do you say option 1a is best?

Out of the 41 people who chose 1a, 36 people gave a single or multiple reasons which fell into the categories below.

<table>
<thead>
<tr>
<th>Reasons why option 1a is best</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offers the best layout</td>
<td>58.33</td>
</tr>
<tr>
<td>Least impact during construction</td>
<td>41.67</td>
</tr>
</tbody>
</table>

3.2.7 Question 13

Why do you say option 1b is best?

Out of the 52 people who chose 1b, 46 people gave a single or multiple reasons which fell into the categories below.

<table>
<thead>
<tr>
<th>Reasons why option 1b is best</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offers the best layout</td>
<td>84.77</td>
</tr>
<tr>
<td>Aesthetically pleasing</td>
<td>8.68</td>
</tr>
<tr>
<td>Least impact during construction</td>
<td>6.55</td>
</tr>
</tbody>
</table>
3.2.8 Question 14

Why do you say either or neither option is suitable?

Out of the 48 people who said either 1a or 1b is suitable, 37 people gave a single or multiple reasons which fell into the categories below.

<table>
<thead>
<tr>
<th>Reasons why either option 1a or 1b</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The two designs are very similar</td>
<td>72.97</td>
</tr>
<tr>
<td>Other</td>
<td>27.03</td>
</tr>
</tbody>
</table>

Out of the 13 people who said neither 1a nor 1b is suitable, 13 people gave a single or multiple reasons which fell into the categories below.

<table>
<thead>
<tr>
<th>Reasons why neither option is suitable</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discounted options were better</td>
<td>30.77</td>
</tr>
<tr>
<td>Neither of the preferred option designs are suitable</td>
<td>30.77</td>
</tr>
<tr>
<td>Cost too high</td>
<td>30.77</td>
</tr>
<tr>
<td>Motorway traffic is the issue rather than the island</td>
<td>7.69</td>
</tr>
</tbody>
</table>

After reading the consultation material and discussing the options with project staff at the consultation events, 65% of all respondents felt that 1a, 1b or either option is most suitable. 21% said that they didn’t know and only 6% felt that neither was suitable.

Layout of the new design was most important to respondents, with least impact caused during the new the construction also being an important factor.

Of the 6% who felt that neither option was suitable, most respondents were concerned about the cost of the scheme and that the preferred options were not suitable. Section 2.1 of the report explains that Walsall Council and Highways England have been through a detailed process of selecting the most viable options to take forward, hence why options 1a and 1b were promoted during the consultation.
3.8.9 Questions 10 and 15;

Is there anything else you think is important when choosing a design option for M6 J10?

Do you have any other suggestions for how M6 J10 might be redesigned?

Questions 10 and 15 gave the respondent the opportunity to inform Walsall Council and Highways England of what they feel is important for the design of M6 J10 and if they had a suggestions for the ongoing redesign. There were many different suggestions, with some common themes.

Congestion reduction was ranked the most important in the responses to question 9 and the comments written for questions 10 and 15 confirmed this further. Respondents felt that the chosen design should offer the highest reduction in congestion and this should be ‘future proofed' for traffic growth in years ahead.

Ease of navigation, including advanced warning signs, advising users of the lane discipline was also a common suggestion. Pedestrian and cyclist safety is important to respondents; it was felt that if possible, segregation would provide the safest route for these users.

Some comments talked about the vehicles travelling across M6 J10 and not joining the motorway. A few respondents felt that segregating this traffic in the form of a fly over would ease congestion further. A Flyover was one of the options previously considered and was discounted in terms of the ability to actually build the structure. Constraints at this location mean that that type of structure isn’t possible.

When the work is due to commence at M6 J10 the comments suggested that it is important to have frequent progress updates and that the impact for local residents should be considered and prioritised. Another common theme was that M6 J10 should be aesthetically pleasing as it often the first impression people have of Walsall and the region.

If not already explored, comments in the above sections will be considered when choosing the most viable option for M6 J10, and will be accommodated were possible.
4.0 Conclusion

As we can see from the responses in section 3.1, the improvement at M6J10 will affect a lot of people travelling at all times of day and throughout the week across the local area. It is critical for all road users, both residents and businesses alike. Also, as a part of the motorway network the scheme will clearly affect travellers who live a long distance from the junction, some respondents to the survey lived as far a way as Gillingham, Corby, Wilmslow and Dorset.

Walsall Council and Highways England are working in partnership to develop a viable design option to improve M6 J10. Congestion-reduction is the main aim of the scheme, which will in turn promote economic growth for the region. The results listed in this report have concluded that the vast majority of respondents agree that an improvement is needed for M6J10, with congestion being the primary concern for those who agreed. After thorough consideration of the options in 2013, options 1a and 1b were put forward for this public consultation in December 2015. The majority of respondents agreed that one of these options or either of them is the most suitable. Ongoing investigation into options 1a and 1b will determine which option is the most viable in terms of the ability to actually build the structures and total cost. Computer generated traffic modelling will help determine which design is the most efficient. The chosen option will be announced in autumn 2016.
For further information

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Transport Planner
Walsall Council M6 J10 Project Manager
Contact: 01922 654771   steven.edwards@walsall.gov.uk

Walsall Council
Strategic Transportation
Economy and Environment
Zone 2K, Civic Centre
Darwall Street
WS1 1DG

David Reed
Highways England M6 J10 Project Manager
Contact 0300 123 5000   david.reed@highwaysengland.co.uk

Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Website: www.walsall.gov.uk/M6J10 Project
email address: M6J10@walsall.gov.uk
6.0 Appendices

6.1 Consultation banners

6.2 Consultation brochure

6.3 Letter to residents

6.4 Email to businesses

6.5 Questionnaire

6.6 Press cutting
Appendix 6.1

Consultation Banners
Public Consultation: Options

Walsall Council and Highways England are developing plans to provide a long term improvement to M6 junction 10. We are holding this non-statutory public consultation to present the current scheme options and seek comments and feedback to inform the final decision and help shape the design.

M6 junction 10 is a congested location on both the national motorway network and on the local road network within Walsall.
Introduction

M6 junction 10 currently experiences significant congestion and resultant delays particularly during morning and evening peak times.

The area suffers from long queues at peak times on the A454/Black Country Route west of M6 junction 10 and from M6 junction 10 to the junction with Bentley Road South.

There is also significant queuing on the roundabout and both the on and off-motorway slip roads. Congestion also occurs on other roads leading to the junction, such as A454/Wolverhampton Road, B4464/Wolverhampton Road West and Bloxwich Lane.

The junction is of strategic importance to Walsall and the wider area, providing access to the West Midlands. However, these queues affect the local community and business environment quite significantly, making it harder for businesses to get their goods and services to market, impacting local businesses and jobs.
Objectives

The main objectives of the scheme are to:

1. **Provide a more free flowing network by:**
   - reducing congestion on the A454/Black Country Route eastbound to improve journey time reliability, critical to the needs of local residents, businesses and the Black Country Enterprise Zone;
   - reducing congestion on other roads linking to the junction,
   - reducing ‘rat-running’ traffic on nearby routes

2. **Support economic growth by:**
   - improving transport in the local area to tie in with significant recent investments made by Walsall Council in local transport infrastructure with the £26m Darlaston Strategic Development Area (DSDA) Access Project and by Highways England with Smart Motorways at M6 junctions 5-8 and 10a-13;
   - enhancing operational conditions for existing businesses that rely on excellent links to the strategic road network;
   - attracting new business and development to the area by enhanced road infrastructure. Supporting the commitment Central Government made to Walsall for numerous designated development sites and Enterprise Zone status in 2011.

3. **Provide a safe and serviceable network with improved access by:**
   - replacing the structures that carry M6 junction 10 over the M6 and avoiding major maintenance work on the structures in the near future;
   - improving conditions for cyclists, pedestrians and other non-motorised users at the junction.

In addition to addressing all of the above the option selected will also provide good value for money.
Environment

As the volume of traffic and congestion continues to rise it will have a greater impact upon the local environment. We have considered this in our options, with several issues requiring consideration within the design of the chosen option.

- Noise pollution and reduced air quality associated with high volumes of slow moving or stationary traffic impacts on local residents, especially those that live adjacent to roads leading to M6 junction 10.
- Unwelcoming and potentially dangerous environment for pedestrians and cyclists that use the junction and nearby roads.
- The local natural environment provides habitats for protected species around the junction and adjacent roads.

In addition to the above general environmental issues there are various specific environmental issues in close proximity to M6 junction 10. The main specific issues, listed below, are the presence of the following:

- an Air Quality Management Area in the local area
- a DEFRA Noise Improvement Area nearby
- an underground canal culvert
- habitats along nearby watercourses, both the Walsall Canal and the River Tame
- key community facilities, such as schools, local shops and hotels
- area of housing, including: adjacent the southbound off-slip, adjacent the A454 (Black Country Route and Wolverhampton Road), and, adjacent Wolverhampton Road West (B4464)

The above will need to be taken into consideration by Walsall Council and Highways England both during the design and construction phases of the project.
Preferred options

Option 1a, Two new straight four lane bridges
Option 1b, Two new curved four lane bridges

<table>
<thead>
<tr>
<th>Option 1a: Two new straight four lane bridges</th>
<th>Option 1b: Two new curved four lane bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impact on journey</strong></td>
<td><strong>Efficiency benefits for Highways England maintenance programme.</strong></td>
</tr>
<tr>
<td>Long distance</td>
<td>High degree of efficiency benefits. These options provide for the full modernisation of bridge structures by creating a minimum number of new structures.</td>
</tr>
<tr>
<td>Local</td>
<td>High degree of efficiency benefits. These options provide for the full modernisation of bridge structures by creating a minimum number of new structures.</td>
</tr>
<tr>
<td><strong>Affordability</strong></td>
<td><strong>Safety</strong></td>
</tr>
<tr>
<td>Affordable</td>
<td>Reduced accident rates along existing routes.</td>
</tr>
<tr>
<td><strong>Value for money</strong></td>
<td><strong>Landscape</strong></td>
</tr>
<tr>
<td>Very good value for money</td>
<td>These options would all require only minimal land adjacent the highway and it is anticipated that no buildings would be impacted. The current junction already consists of bridges carrying two lanes of traffic above a pre-existing motorway, replacing it with four lane bridges carrying four lanes of traffic will have minimal visual impact.</td>
</tr>
<tr>
<td><strong>Facilitate economic growth</strong></td>
<td><strong>Ecology &amp; nature conservation</strong></td>
</tr>
<tr>
<td>All options would facilitate economic growth along the surrounding area, particularly in and around Walsall Town Centre and the nearby Walsall section of the Black Country Enterprise Zone.</td>
<td>All options will avoid impacts on sites of international or national importance although some local wildlife sites may have the potential to be slightly affected. Any impacts on protected species and local habitats will be mitigated as appropriate.</td>
</tr>
<tr>
<td><strong>Pedestrians, cyclists etc</strong></td>
<td><strong>Disruption for road users during construction</strong></td>
</tr>
<tr>
<td>These options would likely make limited changes to the experiences of pedestrians and cyclists at the junction, maintaining current levels of accessibility around the junction and on adjacent roads.</td>
<td>Minimal disruption; traffic could be managed during the construction works, mainly via lane closures. The new bridges could be built almost wholly parallel to the existing bridges before demolition.</td>
</tr>
<tr>
<td></td>
<td>Minimal disruption; traffic could be managed during the construction works, mainly via lane closures. The new bridges could be partly built alongside the existing bridges before demolition.</td>
</tr>
</tbody>
</table>
## Options considered

<table>
<thead>
<tr>
<th>Option 2</th>
<th>four new straight two lane bridges</th>
<th>Option 3; two new straight two lane bridges and retained existing bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Long benefits</strong></td>
<td>All options are likely to show a similar degree of improvement for long distance traffic (motorway traffic).</td>
<td>Lower reductions in accident rates due to conflicts between flyover traffic turning off and on to the M6 and adjacent roads.</td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td>The addition of a flyover to the junction will increase the capacity for motorway traffic and reduce conflicts between traffic on the M6 and adjacent roads.</td>
<td>Increased accident rates; the option does not address the needs of the current road users and also creates additional structures.</td>
</tr>
<tr>
<td><strong>Affordability</strong></td>
<td>The option does not require any additional financial investment.</td>
<td>Low efficiency benefits; this option does not address the needs of the current road users and also creates additional structures.</td>
</tr>
<tr>
<td><strong>Value for money</strong></td>
<td>The option can be constructed within the existing bridge footprint.</td>
<td>Low efficiency benefits; this option does not address the needs of the current road users and also creates additional structures.</td>
</tr>
</tbody>
</table>

### Option 4; two new straight two lane bridges

- **Design:** Two new straight two lane bridges will be constructed parallel to the existing A454/Wolverhampton Road and the A454/Black Country Route. This option would have the greatest degree of visual impact, with construction of a new flyover to the M6 and adjacent roads. The two new bridges would be built almost entirely parallel to the existing structures, which would help to minimize the visual impact on the landscape. Any impacts on protected species and local habitats will be mitigated as appropriate.

### Option 5; Two new straight two lane bridges

- **Design:** Two new straight two lane bridges will be constructed parallel to the existing A454/Wolverhampton Road and the A454/Black Country Route. This option looks to turn left or right from the flyover onto Bloxwich Lane or Tempus Drive. The existing structures would all need to be demolished. The two new bridges would be built almost entirely parallel to the existing structures, which would help to minimize the visual impact on the landscape. Any impacts on protected species and local habitats will be mitigated as appropriate.

### Options and Disagreements

- **Option 1:** Two new straight two lane bridges and a new flyover. This option would avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly affected. The option would facilitate economic growth along in the surrounding area, particularly in and around Walsall town centre and the nearby Walsall section of the Black Country Enterprise Zone.

- **Option 2:** Four new straight two lane bridges. This option would have a similar visual impact as options 1a-3, with a third central bridge at the same vertical level as the existing bridges. The option would have the greatest degree of visual impact, with construction of a new flyover to the M6 and adjacent roads. The two new bridges would be built almost entirely parallel to the existing structures, which would help to minimize the visual impact on the landscape. Any impacts on protected species and local habitats will be mitigated as appropriate.

- **Option 3:** Two new straight two lane bridges and a new flyover. This option would avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly affected. The option looks to turn left or right from the flyover to Bloxwich Lane or Tempus Drive. The two new bridges would be built almost entirely parallel to the existing structures, which would help to minimize the visual impact on the landscape. Any impacts on protected species and local habitats will be mitigated as appropriate.

### Additional Information

- **Safety:** The addition of a flyover to the junction will increase the capacity for motorway traffic and reduce conflicts between traffic on the M6 and adjacent roads. This option would have a similar visual impact as options 1a-3, with a third central bridge at the same vertical level as the existing bridges.

- **Ecology:** The option looks to turn left or right from the flyover to Bloxwich Lane or Tempus Drive. The two new bridges would be built almost entirely parallel to the existing structures, which would help to minimize the visual impact on the landscape. Any impacts on protected species and local habitats will be mitigated as appropriate.

### Public Consultation

- **Public Consultation:** The Public Consultation is now open for comments on the proposed options for the M6 Junction 10. The consultation is open for comments until the 31st December 2023. Comments can be submitted via the online consultation form or by writing to the project team at M6J10@highways.gov.uk.
Next steps

This consultation is your opportunity to give your views on the options we are proposing ahead of further development of the scheme and choosing a preferred design.

We will need you to complete the questionnaire for your view to be taken into account, sending your completed questionnaire and any other feedback by Sunday 24 January 2016.

After the consultation ends, we will publish a report summarising the responses and opinions of the public, local groups and organisations. Following this we will make recommendations for further development of the scheme. We will select and announce a preferred design during 2016. Once that design has been announced we will seek your views again. The subsequent consultation will be part of the process of taking the chosen scheme option towards gaining funding, planning approval and any required statutory powers that are needed in order for the scheme to be built.

At present we anticipate that the scheme will take approximately 2 years to build, starting construction during 2018 and then being open to traffic during 2020.

More information on the scheme can be found on Walsall Council website at: www.walsall.gov.uk/m6j10 and Highways England scheme website at: www.highwaysengland.co.uk/m6junction10improvement.

Share your views

We want to know your views on the proposed junction design. Please complete the online questionnaire available via the above address on Walsall Council’s website, who are working with Highways England on the scheme.

You can also request a printed copy of the questionnaire from either Walsall Council or Highways England, using the contact details below.

Strategic Transportation
Zone 2K, 2nd Floor
Civic Centre
Darwall Street
Walsall
WS1 1DG
Telephone: 01922 65 4771
Email: m6j10@walsall.gov.uk

M6J10 Project Team,
The Cube,
199 Wharfside Street,
Birmingham,
B1 1RN
Telephone: 0300 123 5000
Email: M6junction10improvement@highwaysengland.co.uk

If you have any questions please get in touch.
Appendix 6.2

Consultation Brochure
Introduction

Walsall Council and Highways England are developing plans to provide a long term improvement to M6 junction 10. We are holding this non-statutory public consultation to present the current scheme options and seek comments and feedback to inform the final decision and help shape the design.

M6 junction 10 currently experiences significant congestion and resultant delays particularly during morning and evening peak times.

The area suffers from long queues at peak times on the Black Country Route from M6 junction 10 to the junction with Bentley Road South.

There is also significant queuing on the roundabout and both the on and off motorway slip roads. Congestion also occurs on other roads leading to the junction, such as Wolverhampton Road, Wolverhampton Road West and Bloxwich Lane.

The junction is of strategic importance to Walsall and the wider area, providing access to the West Midlands. However, these queues affect the local community and business environment quite significantly, making it harder for businesses to get their goods and services to market, impacting local businesses and jobs.
Environment

As the volume of traffic and congestion continues to rise it will have a greater impact upon the local environment. We have considered this in our options, with several issues requiring consideration.

- Noise pollution and reduced air quality associated with high volumes of slow moving or stationary traffic impacts on local residents, especially those that live adjacent to roads leading to M6 junction 10
- Unwelcoming and potentially dangerous environment for pedestrians and cyclists that use the junction and nearby roads
- The local natural environment provides habitats for protected species around the junction and adjacent roads

In addition to the above general environmental issues there are various specific environmental issues in close proximity to M6 junction 10. The main specific issues, listed below, are the presence of the following:

- An Air Quality Management Area in the local area
- A DEFRA Noise Improvement Area nearby
- An underground canal culvert
- Habitats along nearby watercourses, both the Walsall Canal and the River Tame
- Key community facilities, such as schools, local shops and hotels
- Area of housing, including adjacent the southbound off-slip, adjacent the A454 (Black Country Route and Wolverhampton Road), and, adjacent Wolverhampton Road West (B4464).

The above will need to be taken into consideration by Walsall Council and Highways England both during the design and construction phases of the project.

Objectives

The main objectives of the scheme are to:

1. Provide a more free flowing network by;
   - reducing congestion on the Black Country Route eastbound to improve journey time reliability, critical to the needs of local residents, businesses and the Black Country Enterprise Zone
   - reducing congestion on other roads linking to the junction, such as Wolverhampton Road, Wolverhampton Road West and Bloxwich Lane
   - reducing `rat-running` traffic on nearby routes parallel to the Black Country Route, Wolverhampton Road and Wolverhampton Road West.

2. Support economic growth by;
   - improving transport in the local area to tie-in with significant recent investments made by Walsall Council in local transport infrastructure, with the £26m Darlaston Strategic Development Area (DSDA) Access Project, and by Highways England with Smart Motorways at M6 junctions 5-8 and 10a-13
   - enhancing operational conditions for existing businesses that rely on excellent links to the strategic road network
   - attracting new business and development to the area by enhanced road infrastructure. Supporting the commitment Central Government made to Walsall for numerous designated development sites and Enterprise Zone status in 2011.

3. Provide a safe and serviceable network with improved access by;
   - replacing the structures that carry M6 junction 10 over the M6 and avoiding major maintenance work on the structures in the near future
   - improving conditions for cyclists, pedestrians and other non-motorised users at the junction.

In addition to addressing all of the above the option selected will also provide good value for money.

The M6 and junction 10 carries large volumes of traffic through the heart of the Walsall section of the Black Country Enterprise Zone
Preferred options

**Option 1a, Two new straight four lane bridges**

**Option 1b, Two new curved four lane bridges**

<table>
<thead>
<tr>
<th>Impact on journey:</th>
<th>All options are likely to show a similar, slight degree of improvement for long distance (motorway) traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long distance</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>Large improvement; this option is expected to show significant reductions to queues and delays on the A454/Black Country Route and slip roads. Larger improvement; this option is expected to show significant reductions to queues and delays on the A454/Black Country Route and slip roads.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Efficiency benefits for Highways</td>
<td>Highest degree of efficiency benefits; these options provide for the full modernisation of bridge structures by creating a minimum number of new structures.</td>
</tr>
<tr>
<td>England maintenance programme</td>
<td></td>
</tr>
<tr>
<td>Affordability</td>
<td>Affordable</td>
</tr>
<tr>
<td>Value for money</td>
<td>Very good value for money</td>
</tr>
<tr>
<td>Facilitate economic growth</td>
<td>All options would facilitate economic growth along in the surrounding area, particularly in and around Walsall town centre and the nearby Walsall section of the Black Country Enterprise Zone.</td>
</tr>
<tr>
<td>Safety</td>
<td>Reduced accidents rates along existing routes</td>
</tr>
<tr>
<td>Landscape</td>
<td>These options would all require only minimal land adjacent the highway and it is anticipated that no buildings would be impacted. The current junction already consists of bridges carrying two lanes of traffic above a pre-existing motorway, replacing it with bridges carrying four lanes of traffic will have minimal visual impact.</td>
</tr>
<tr>
<td>Ecology &amp; nature conservation</td>
<td>All options will avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly effected. Any impacts on protected species and local habitats will be mitigated as appropriate.</td>
</tr>
<tr>
<td>Pedestrians, cyclists etc</td>
<td>These options would likely make limited changes to the experiences of pedestrians and cyclists at the junction, maintaining current levels of accessibility across the junction and on adjacent roads.</td>
</tr>
<tr>
<td>Disruption for road users during construction</td>
<td>Least disruption; traffic will be managed during the construction works, mainly via lane closures. The new bridges will be built almost wholly parallel to the existing bridges before demolition. Minimal disruption, traffic will be managed during the construction works, mainly via lane closures. The new bridges will be partly built alongside the existing bridges before demolition.</td>
</tr>
</tbody>
</table>
## Options considered

<table>
<thead>
<tr>
<th>Impact on journey</th>
<th>Option 2: four new straight two lane bridges</th>
<th>Option 3: two new straight two lane bridges and retained existing bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long distance:</td>
<td>All options are likely to show a similar, slight degree of improvement for long distance (motorway) traffic.</td>
<td>Moderate improvement; it is expected that the degree of improvement will reduce due to the need for significant and/or regular maintenance interventions, causing queues and delays.</td>
</tr>
<tr>
<td>Local:</td>
<td>Large improvement; this option is expected to show significant reductions to queues and delays on the A454 Black Country Route and slip roads.</td>
<td>Moderate improvement; this option provides for the full modernisation of structures which will require a bigger maintenance programme in future.</td>
</tr>
<tr>
<td>Efficiency benefits for Highways England maintenance programme</td>
<td>Moderate efficiency benefits; this option provides for the full modernisation of structures which will require a bigger maintenance programme in future.</td>
<td>Low efficiency benefits; this option does not address the needs of the current structures and also creates additional structures.</td>
</tr>
<tr>
<td>Afford ability</td>
<td>Affordable</td>
<td>Low affordability</td>
</tr>
<tr>
<td>Value for money</td>
<td>Very good value for money</td>
<td>Low value for money</td>
</tr>
<tr>
<td>Facilitate economic growth</td>
<td>All options would facilitate economic growth along in the surrounding area, particularly in and around Walsall town centre and the nearby Walsall section of the Black Country Enterprise Zone.</td>
<td>Low value for money</td>
</tr>
<tr>
<td>Safety</td>
<td>Reduced accident rates along existing routes.</td>
<td>Low efficiency benefits; this option does not address the needs of the current structures and also creates additional structures.</td>
</tr>
<tr>
<td>Landscape</td>
<td>These options would all require only minimal land adjacent the highway and it is anticipated that no buildings would be impacted. The current junction already consists of bridges carrying two lanes of traffic above a pre-existing motorway, replacing it with bridges carrying four lanes of traffic will have minimal visual impact.</td>
<td>Low efficiency benefits; this option does not address the needs of the current structures and also creates additional structures.</td>
</tr>
<tr>
<td>Ecology &amp; nature conservation</td>
<td>All options will avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly affected. Any impacts on protected species and local habitats will be mitigated as appropriate.</td>
<td>Some traffic reductions on A449 and A460.</td>
</tr>
<tr>
<td>Pedestrians, cyclists etc</td>
<td>These options would likely make limited changes to the experiences of pedestrians and cyclists at the junction, maintaining current levels of accessibility across the junction and on adjacent roads.</td>
<td>This option would have the greatest degree of visual impact, with construction of a new structure at a greater height than the existing bridges, in fairly close proximity to nearby residential properties.</td>
</tr>
<tr>
<td>Disruption for road users during construction</td>
<td>Moderate disruption, traffic will be managed during the construction works, mainly via lane closures. The two new bridges will be built almost wholly parallel to the existing bridges before demolition. However, the two new bridges would also need replacing. Options 1A-3 would likely lead to significant maintenance works in future causing disruption for motorway traffic.</td>
<td>Some traffic reductions on A449 and A460.</td>
</tr>
<tr>
<td>Reasons for discounting</td>
<td>Continued use of the existing bridges would require an extensive and ongoing maintenance programme, causing more disruption. Furthermore there would be insufficient width between the bridges to install a vehicle restraint system compliant to our standards.</td>
<td>This option would have a similar visual impact as options 1A-3, with a third central bridge at the same vertical level as the existing bridges.</td>
</tr>
</tbody>
</table>

## Option 4: two new straight two lane bridges plus flyover

<table>
<thead>
<tr>
<th>Impact on journey</th>
<th>Option 4: two new straight two lane bridges plus flyover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long distance:</td>
<td>Moderate improvement; it is expected that the degree of improvement will reduce due to significant conflicts between two flyover traffic movements: traffic exiting the flyover eastbound and turning left, and traffic heading east towards the junction of Wolverhampton Road/Blockwich Lane and Bloxwich Lane going straight ahead.</td>
</tr>
<tr>
<td>Local:</td>
<td>Moderate improvement; it is expected that the degree of improvement will reduce due to the extra red time that is added to traffic signals in order to accommodate the new 'straight-across' movement.</td>
</tr>
<tr>
<td>Efficiency benefits for Highways England maintenance programme</td>
<td>Low efficiency benefits; this option does not address the needs of the current structures and also creates additional structures.</td>
</tr>
<tr>
<td>Afford ability</td>
<td>Least affordable</td>
</tr>
<tr>
<td>Value for money</td>
<td>Low value for money</td>
</tr>
<tr>
<td>Facilitate economic growth</td>
<td>All options would facilitate economic growth along in the surrounding area, particularly in and around Walsall town centre and the nearby Walsall section of the Black Country Enterprise Zone.</td>
</tr>
<tr>
<td>Safety</td>
<td>Low reductions in accident rates due to conflicts between flyover traffic turning left onto Bloxwich Lane and eastbound straight ahead traffic along A449/Wolverhampton Road.</td>
</tr>
<tr>
<td>Landscape</td>
<td>This option would have the greatest degree of visual impact, with construction of a new structure at a greater height than the existing bridges, in fairly close proximity to nearby residential properties.</td>
</tr>
<tr>
<td>Ecology &amp; nature conservation</td>
<td>All options will avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly affected. Any impacts on protected species and local habitats will be mitigated as appropriate.</td>
</tr>
<tr>
<td>Pedestrians, cyclists etc</td>
<td>This option offers significant detriment to pedestrian and cyclists. It is likely to create conflicts between pedestrians and cyclists attempting to negotiate the junction of A449/Wolverhampton Road and Bloxwich Lane, particularly where eastbound traffic looks to turn left or right from the flyover to Bloxwich Lane or Tempus Drive.</td>
</tr>
<tr>
<td>Disruption for road users during construction</td>
<td>These two options offer the greatest - and significant - disruption; the critical section of construction in this option - that of turnings in a new flyover or link road onto dual carriageway (the A454/Black Country Route and the A454/Wolverhampton Road) - would require significant lane closures or even road closures to achieve the required safe working space for construction workers.</td>
</tr>
<tr>
<td>Reasons for discounting</td>
<td>Option discounted as cannot be constructed within the footprint of the junction, particularly on the A454 Wolverhampton Road side. The existing structures would also need replacing.</td>
</tr>
</tbody>
</table>

## Option 5: Two new straight two lane bridges plus “hamburger” bridge

<table>
<thead>
<tr>
<th>Impact on journey</th>
<th>Option 5: Two new straight two lane bridges plus “hamburger” bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long distance:</td>
<td>Moderate improvement; it is expected that the degree of improvement will reduce due to the extra red time that is added to traffic signals in order to accommodate the new ‘straight-across’ movement.</td>
</tr>
<tr>
<td>Local:</td>
<td>Moderate improvement; it is expected that the degree of improvement will reduce due to the extra red time that is added to traffic signals in order to accommodate the new ‘straight-across’ movement.</td>
</tr>
<tr>
<td>Efficiency benefits for Highways England maintenance programme</td>
<td>Low efficiency benefits; this option does not address the needs of the current structures and also creates additional structures.</td>
</tr>
<tr>
<td>Afford ability</td>
<td>Least affordable</td>
</tr>
<tr>
<td>Value for money</td>
<td>Low value for money</td>
</tr>
<tr>
<td>Facilitate economic growth</td>
<td>All options would facilitate economic growth along in the surrounding area, particularly in and around Walsall town centre and the nearby Walsall section of the Black Country Enterprise Zone.</td>
</tr>
<tr>
<td>Safety</td>
<td>Low reductions in accident rates due to conflicts between flyover traffic turning left onto Bloxwich Lane and eastbound straight ahead traffic along A449/Wolverhampton Road.</td>
</tr>
<tr>
<td>Landscape</td>
<td>This option would have the greatest degree of visual impact, with construction of a new structure at a greater height than the existing bridges, in fairly close proximity to nearby residential properties.</td>
</tr>
<tr>
<td>Ecology &amp; nature conservation</td>
<td>All options will avoid impacts on sites of international or national importance although some local wildlife sites have the potential to be slightly affected. Any impacts on protected species and local habitats will be mitigated as appropriate.</td>
</tr>
<tr>
<td>Pedestrians, cyclists etc</td>
<td>This option offers significant detriment to pedestrian and cyclists. It is likely to create conflicts between pedestrians and cyclists attempting to negotiate the junction of A449/Wolverhampton Road and Bloxwich Lane, particularly where eastbound traffic looks to turn left or right from the flyover to Bloxwich Lane or Tempus Drive.</td>
</tr>
<tr>
<td>Disruption for road users during construction</td>
<td>These two options offer the greatest - and significant - disruption; the critical section of construction in this option - that of turnings in a new flyover or link road onto dual carriageway (the A454/Black Country Route and the A454/Wolverhampton Road) - would require significant lane closures or even road closures to achieve the required safe working space for construction workers.</td>
</tr>
<tr>
<td>Reasons for discounting</td>
<td>Option discounted as cannot be constructed within the footprint of the junction, particularly on the A454 Wolverhampton Road side. The existing structures would also need replacing.</td>
</tr>
</tbody>
</table>
**Next steps**

This consultation is your opportunity to give your views on the options we are proposing ahead of further development of the scheme and choosing a preferred design.

We will need you to complete the questionnaire for your view to be taken into account, returning your completed questionnaire and any other feedback by Sunday 24 January 2016.

After the consultation ends, we will consider the responses and opinions of the public, local groups and organisations. Following this we will make recommendations for further development of the scheme. We will select and announce a preferred design during 2016. Once that design has been announced we will seek your views again. The subsequent consultation will be part of the process of taking the chosen scheme option towards gaining funding, planning approval and any required statutory powers that are needed in order for the scheme to be built.

At present we anticipate that the scheme will take approximately two years to build, starting construction during 2018 and then being open to traffic during 2020.

More information on the scheme can be found on Walsall Council website at: [www.walsall.gov.uk/m6j10](http://www.walsall.gov.uk/m6j10)

and Highways England scheme website at: [www.highways.gov.uk/roads/m6junction10improvement](http://www.highways.gov.uk/roads/m6junction10improvement)

**Share your views**

We want to know your views on the proposed junction design. Please complete the online questionnaire available via the above address on Walsall Council’s website, who are working with Highways England on the scheme.

You can also request a printed copy of the questionnaire from either Walsall Council or Highways England, using the contact details below.

If you have any questions please get in touch.

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M6J10 Project Team, The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

Telephone: **0300 123 5000**

Email: M6junction10improvement@highwaysengland.co.uk

Strategic Transportation
Zone 2K, 2nd Floor
Civic Centre
Darwall Street
Walsall
WS1 1DG

Telephone: **01922 65 4771**

Email: m6j10@walsall.gov.uk
Appendix 6.3

Letter to Residents
Dear Resident,

**M6 Junction 10 improvements – Public Consultation**

M6 Junction 10 is part of a busy route between Walsall and Wolverhampton. The junction is often heavily congested and this reduces the attractiveness of the local area for business and investment, including within the nearby Black Country Enterprise Zone. Walsall Council and Highways England are working in partnership to improve M6 Junction 10 and will shortly be consulting with the local community, from Friday 4th December 2015 until Sunday 24th January 2016.

Walsall Council and Highways England would like to discuss the design options considered thus far with local people. Whichever design option is taken forward will need to address congestion and safety around the junction and replace the two bridges beneath the junction. Other work to improve congestion and safety will also be undertaken on the adjacent junction of Wolverhampton Road and Bloxwich Lane and also along a short section of the A454 Black Country Route. Construction work is currently planned to start in 2018.

We will be holding several drop-in information events for local residents and businesses to come along and find out more about the project. These will be at the following dates, times and venues;

- **12pm-4pm, Friday 4th December** at Tesco Willenhall Superstore, Owen Road, nr the Keyway roundabout
- **10am-2pm, Saturday 5th December** at Holiday Inn, Wolverhampton Road West, near Junction 10
- **2pm-8pm, Monday 7th December** at The Village Hotel, Tempus Drive, near Junction 10
- **10am-4pm, Wednesday 9th December** at The New Art Gallery, Walsall town centre

To read more go to [www.walsall.gov.uk/m6j10](http://www.walsall.gov.uk/m6j10) or follow us on Facebook or Twitter (on Facebook just search 'Walsall Transport' and follow us on Twitter @walsalltransprt or @highwaysWMIDS). To tell us what you think of the project, please go to [www.walsall.gov.uk/m6j10](http://www.walsall.gov.uk/m6j10) and fill-in the online questionnaire. Alternatively, contact us on the details below and we can post a printed copy for you to complete and return to Walsall Council.

If you have any questions, please contact the project team directly on the details at the bottom of this letter or by emailing M6J10@walsall.gov.uk or M6Junction10improvement@highwaysengland.co.uk.

Yours faithfully,

Steven Edwards  
M6 Junction 10 Project Manager Walsall Council,  
Strategic Transportation, 2nd Floor,  
Civic Centre, Darwall Street, Walsall, WS1 1DG  
Tel: 01922 65 4771

Khalid Pervez  
Project Manager Highways England,  
The Cube, 199 Wharfside Street,  
Birmingham, B1 1RN  
Tel: 0121 687 4121
Appendix 6.4

Email to Businesses
Important Developments for M6 junctions 9 and 10

Newsletter of the Darlaston Strategic Development Area Access Project

Wallows Lane Roundabout

New roundabout spells traffic bliss for Junction 9 users.

With work on M6 junction 9 due to complete before Christmas, it is with great pleasure we can reveal the new roundabout at the junction of Wallows Lane and Bescot Road.

The new junction has significantly improved peak time traffic. There remains some work to be done on pedestrian guard rail, and footpaths, but the junction is now fully open with only occasional lane closures to protect workers on the footway.

The DSDA Access Project team are delighted to see this junction open and working, along with the crossroads at the Brown Lion, and the immediate improvements it has brought about.
M6 junction 10 Consultation

Important Highways England works at M6 junction 10 are due to begin in 2018.

As a local authority, Walsall Council are working with Highways England to manage the local impact of the project, and we want your views.

Please consider attending one of the forthcoming consultation events at venues in Walsall Town Centre and close to the junction itself. The views and opinions of local residents and businesses are vital to understanding how the project will affect our borough, and you are welcome to make your voice heard.

For more information, including dates and times, please download and read the pdf letter which has been produced to inform local residents of the events:

Ongoing Works - Christmas Break

As usual, roadworks in the borough of Walsall will be restricted in December.

Works on the road (lane closures, short term closures, etc) will cease for the period of Advent, to help with seasonal traffic flow and to support the Town and District Centre business, especially retailers as they work to attract customers.

This allows us to concentrate on James Bridge Aqueduct and Bentley Road South, both of which are in the final stages and should be complete by the end of Spring 2016.

The road lowering through James Bridge Aqueduct is now reaching the final steps, after which the new road can be laid and opened. On Bentley Road South works on the canal bridge are progressing, and the redesigned crossroads at Heath Road is beginning to take shape with fresh kerbs already visible.

If you have any concerns or questions about this scheme, please call the project’s business liaison officer Andrew Clayton on 01922 654468 or e-mail andrew.clayton@walsall.gov.uk
Appendix 6.5

Questionnaire
Walsall Council and Highways England are working together on a major project to improve M6 Junction 10. Please take a few minutes to answer the following questions so that your views can be taken into consideration.

Before answering this questionnaire please ensure you have reviewed the information explaining this project available on our website www.walsall.gov.uk/m6j10.

Anyone can answer this questionnaire, regardless of how you travel through the junction, even if you do not use it at all; everyone's views are important.

The closing date for responses is Sunday 24 January 2016.

1. How often, if at all, do you travel through M6 junction 10? Select ONE only.
   - [ ] Almost every day  Go to Q2.  [ ] Within the last 12 months  Go to Q2.
   - [ ] Weekly  Go to Q2.  [ ] Longer ago  Go to Q6.
   - [ ] Monthly  Go to Q2.  [ ] Never  Go to Q6.

2. During the last 12 months how have you travelled through M6 junction 10? Select all that apply.
   - [ ] Travel north or south on the M6 through J10
   - [ ] Exit M6 junction10 from the north and travel towards Wolverhampton / Willenhall
   - [ ] Exit M6 junction10 from the north and travel towards Walsall
   - [ ] Exit M6 junction10 from the south and travel towards Wolverhampton / Willenhall
   - [ ] Exit M6 junction10 from the south and travel towards Walsall
   - [ ] Travel from the direction of Walsall joining M6 J10 southbound (towards Birmingham)
   - [ ] Travel from the direction of Walsall joining M6 J10 northbound (towards Stafford)
   - [ ] Travel from the direction of Wolverhampton / Willenhall joining M6 J10 southbound (towards Birmingham)
   - [ ] Travel from the direction of Wolverhampton / Willenhall joining M6 J10 northbound (towards Stafford)
   - [ ] Travel from the direction of Walsall over M6 junction10 towards Wolverhampton / Willenhall
   - [ ] Travel from the direction of Wolverhampton / Willenhall over M6 junction10 towards Walsall

Save money and time, respond online www.walsall.gov.uk/m6j10

This survey is being managed by Walsall Council in partnership with Highways England. Your responses will be used to inform decisions regarding the redesign of M6 junction 10. Your views will never be reported alongside anything that could identify you. All data you submit, apart from any contact details, will be shared with Highways England. All data will be handled in accordance with the Data Protection Act 1998 and the survey run in adherence to the Market Research Society Code of Conduct. If you have any queries about this survey please email m6j10@walsall.gov.uk
3. During the last 12 months at what time of the day / night have you travelled through M6 junction 10? Select all that apply.

- Peak hours 7am to 10am
- Day time 10am to 4pm
- Peak hours 4pm to 7pm
- Night time 7pm to 7am

4. And in the last 12 months on what days of the week have you travelled through M6 junction 10? Select all that apply.

- Monday to Friday
- Saturday / Sunday

5. What mode of transport do you usually use when travelling through M6 junction 10? Select ONE only.

- On foot
- Bicycle
- Moped / motorcycle
- Car / small van (driver or passenger)
- Bus / coach / minibus
- Rigid HGV
- Articulated HGV
- Other

6. Please tell us your home postcode. We will use this for analysis purposes only to look at responses geographically.

7. To what extent do you agree or disagree that M6 junction 10 needs improving? Select one only.

- Strongly agree
- Agree
- Disagree
- Strongly disagree

8. Why do you say this?
9. Please read all the considerations listed below and rank them in order of importance to you.

Write a number between 1 and 11 in each box, where 1 is most important. You may only use each number once.

That congestion is reduced ....................................  
The impact on surrounding land..............................  
The ease of use / navigation ................................  
The safety of road users .......................................  
Pedestrian safety ................................................  
Cycle user safety ................................................  
The visual impact ................................................  
The environmental impact ....................................  
The cost ..................................................................  
The time taken to complete the scheme ..................  
Disruption to road users during construction ............

10. Is there anything else you think is important when choosing a design option for M6 junction 10? Please tell us.

11. Please ensure you have reviewed the information explaining this project www.walsall.gov.uk/m6j10.

Which option do you think is the best design for M6 junction 10? Select one only.

- Option 1a Go to Q12.  
- Neither option 1a or 1b Go to Q14.  
- Option 1b Go to Q13.  
- Don't know Go to Q15.  
- Either option 1a or 1b Go to Q14.  
- Other Go to Q15.

12. Why do you say option 1a is the best? Please tell us.

Now go to Q15.
13. Why do you say option 1b is the best? Please tell us.

Now go to Q15.

14. Why do you say neither or either option is suitable? Please tell us.

Now go to Q15.

15. Do you have any other suggestions for how M6 junction 10 might be redesigned? Please tell us.

16. Would you like to be kept informed by email about developments related to the redesign of M6 junction 10, including information about forthcoming events, consultation and progress?
   □ Yes please  Go to Q17.
   □ No thanks  End of the questionnaire.

By ticking yes you are agreeing for Walsall Council to include your name and email address on a mailing list which will be used to send you occasional emails regarding the redesign of M6 junction 10. Your views will never be reported alongside anything that could identify you. Your details will be stored securely and will not be shared with any other organisation outside of the council. Your personal information will be handled in accordance with the Data Protection Act 1998 and will only be used for the purpose stated. Your details will be kept until 6 months after the redesign works are complete (anticipated 2020). You may unsubscribe at any time by emailing m6j10@walsall.gov.uk with ‘unsubscribe’ in the subject box.

17. What is your first name? (so we can address our emails to you)

18. What is your email address? We will use this address to send you occasional updates about the redesign of M6 junction 10.

Please hand in to a member of staff or post to:
Strategic Transportation, Walsall Council, Civic Centre, Darwall Street, Walsall, WS1 1DG
by 24 January 2016.
Appendix 6.6

Press Cutting
M6 junction 10 scheme to start in 2018

3 December 2015 | Birmingham & Black Country

A £65m project to widen an M6 motorway junction in the West Midlands is to start in 2018.

The roundabout at junction 10 at Walsall will be revamped in a scheme expected to take two years to complete, according to Highways England.

It said it was sharing the funding with the Black Country Local Enterprise Partnership (LEP).

A consultation for the public to comment on proposals starts on Friday and will last until 24 January.

Walsall Council said the junction "gets clogged up during peak periods" with between 125,000 and 150,000 vehicles passing through junctions nine and 10 every day.

Deputy leader Adrian Andrew said: "This will not be a quick and simple solution to a problem that's been building for decades. People will have to have some patience while work is taking place."

Mr Andrew said the scheme would help "safeguard jobs because businesses will want to stay in the region and not move to pastures new".
He said: "Improving the road network in this area will support our drive to deliver the Darlaston area of the Black Country Enterprise Zone. The EZ is made up of 14 sites, including a cluster around M6 J10, which totals around 45 hectares of land.

"We estimate that the EZ site can create in the region of 2000 jobs."

"There’s demand for land to create jobs in the region and the sites around J10 are attractive to investors given their location at the centre of the UK motorway network."

Highways England said there was "no legal requirement" for it to ask for the public’s views at this stage, but it was keen for feedback and all comments would be "thoroughly reviewed".

The council said the project was estimated to cost about £65m. The LEP secured funding through the Department for Transport’s (DfT) Local Growth Deal for the Black Country in July 2014, which includes DfT funding.

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**M6 carriageway section closes for variable speed limit project**  
28 May 2015

**M6 widening scheme begins from Castle Bromwich to M5 link**  
25 June 2012