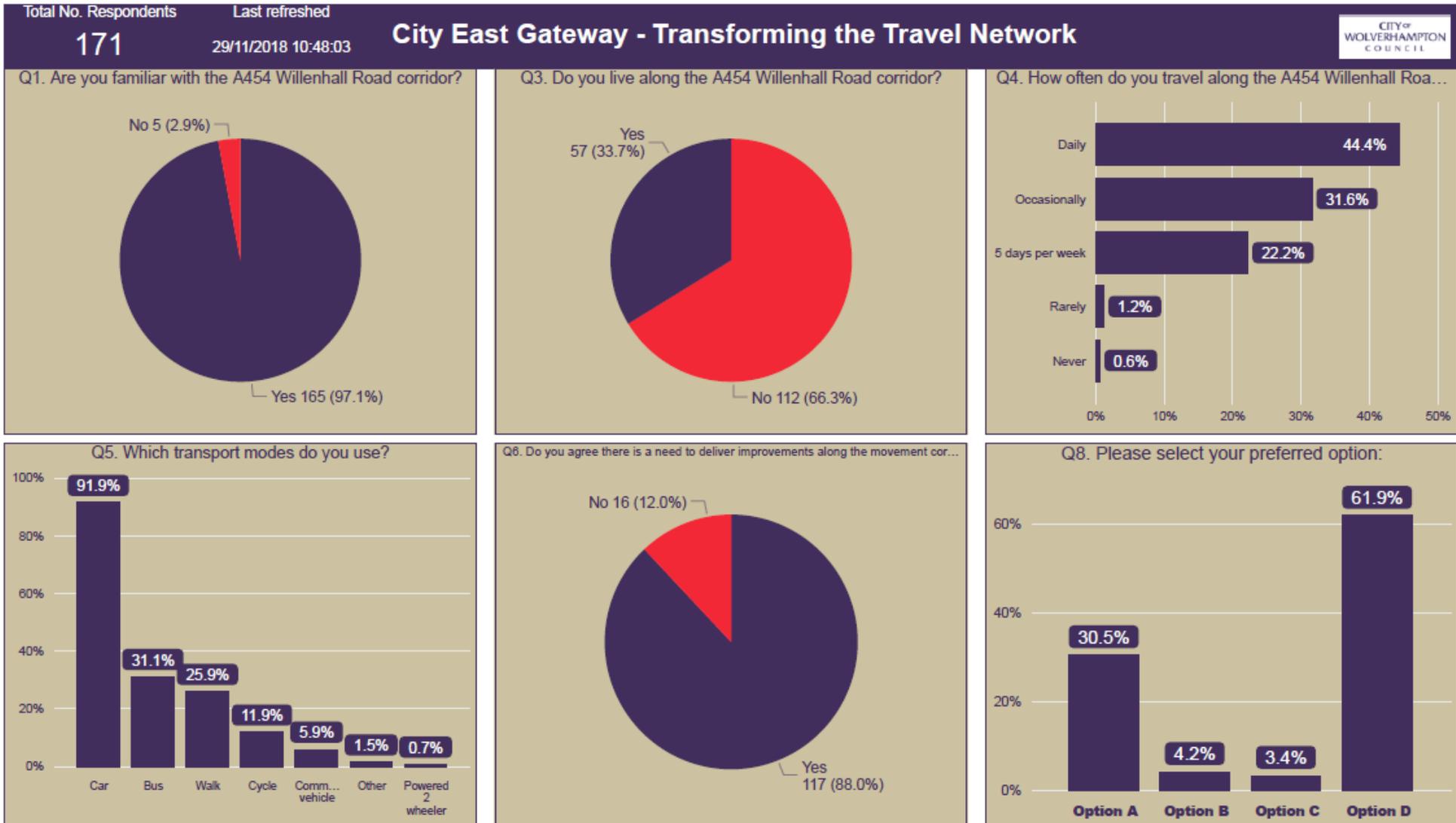
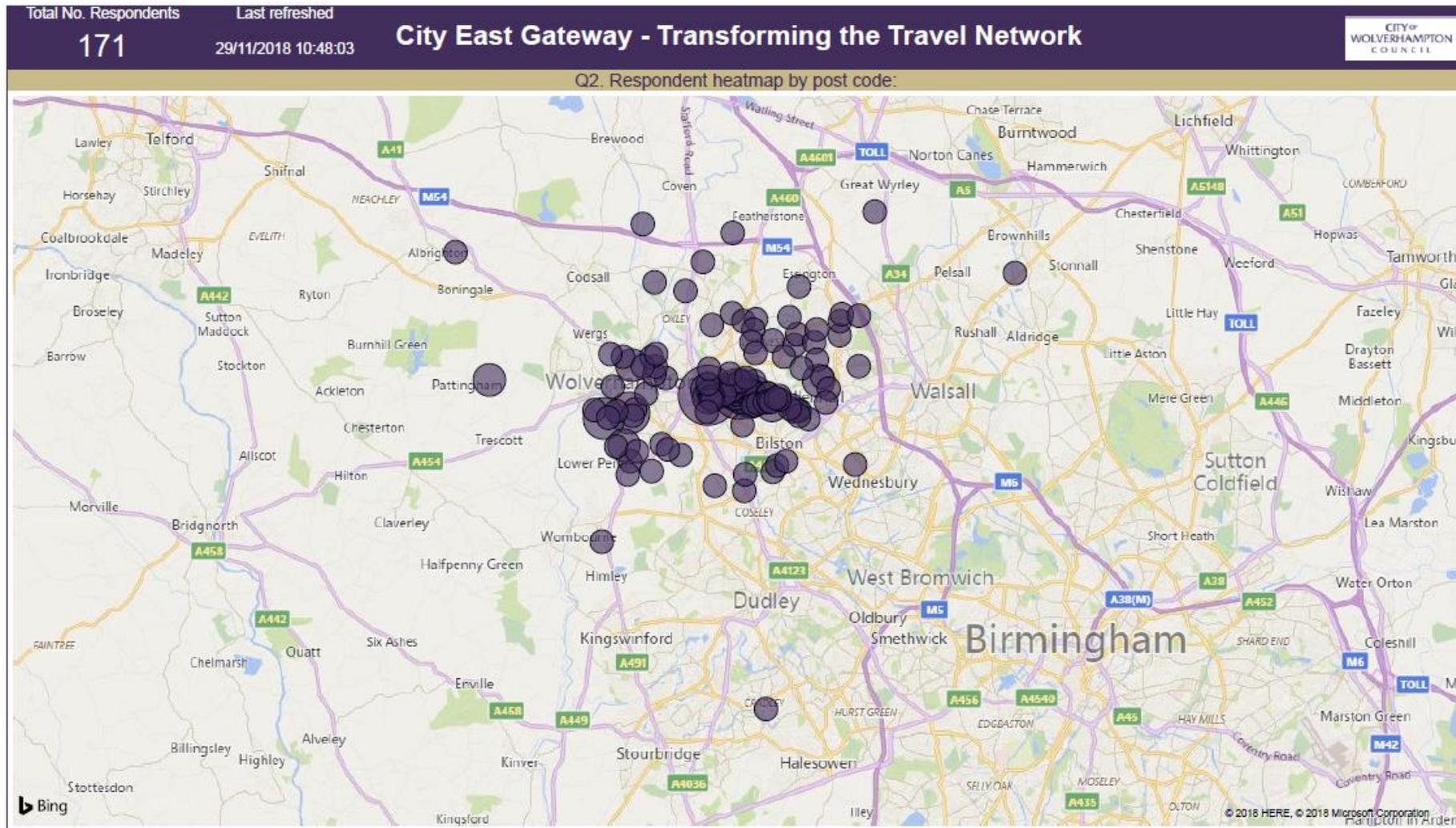


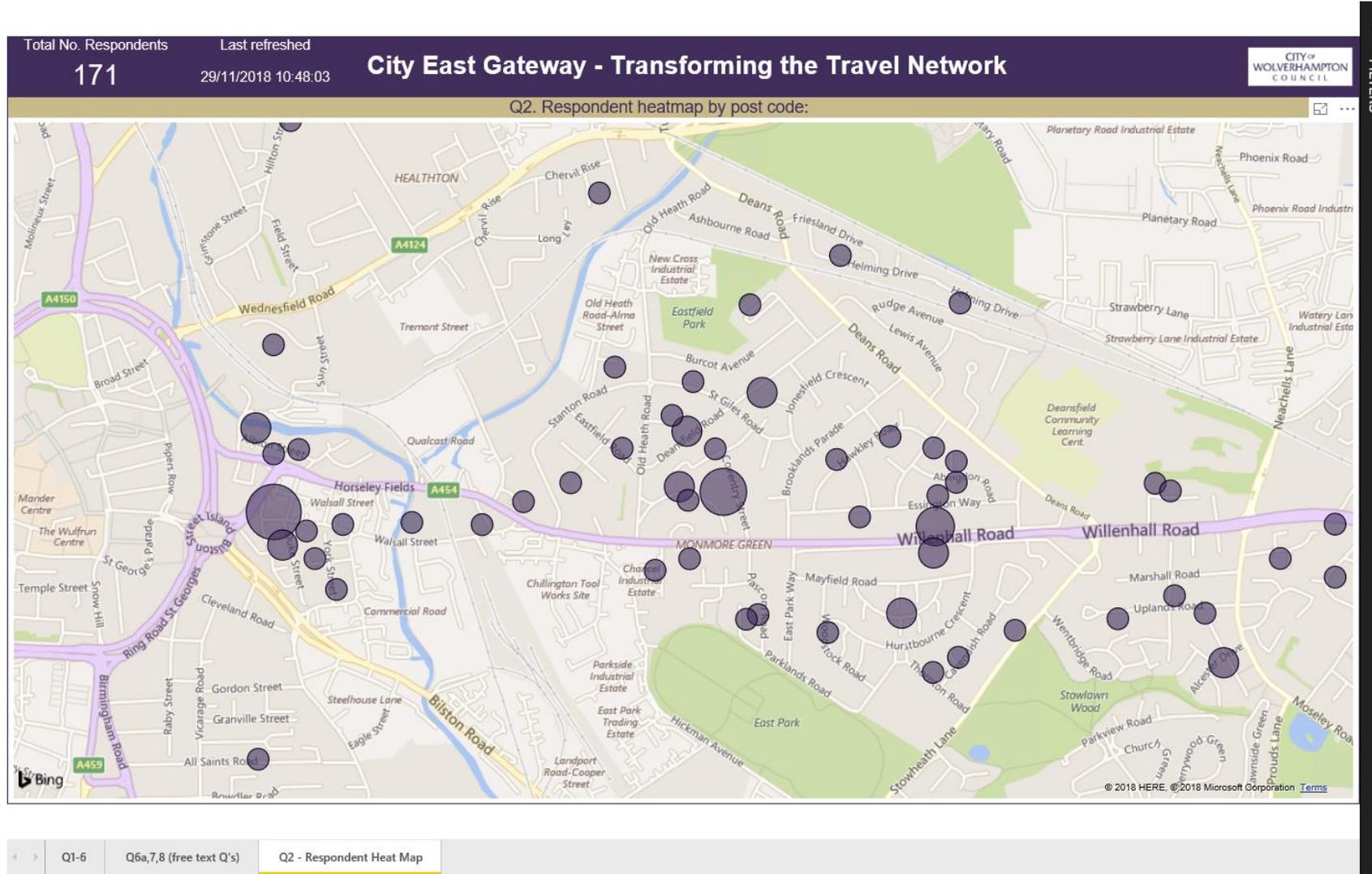
Questionnaire Responses. Questions 1, 3, 4, 5, 6, 8.



Geographic distribution of responses



Exploded view showing Geographic distribution of responses close to the road corridor



Responses to free form answers contained in the questionnaire.

Please note that 171 questionnaires were completed but not all respondents answered the free form questions, so number of responses shown below will vary.

Q6a. Why do you agree there is a need to deliver improvements along the movement corridor?

1.		Because during busy times this route is at a standstill
2.	No	Traffic is not bad, maybe at the junctions at peak times. This affects our lives, more noise and busier
3.	No	No problem to my travel at present
4.	No	In my opinion, at present my travel along the A454 Willenhall Road corridor is smooth so I don't see the need for any large scale improvements.
5.	No	At present, I feel that no changes should take place as my travel along A454 corridor is smooth.
6.	No	My current travel is not affected
7.	No	proposals are detrimental to our business
8.	No	The proposals will negatively affect our business
9.	No	Would only encourage more traffic along a454 causing more hold ups on Willenhall side at both Cleveland arms and Neachells junctions. The cost involved would probably spiral well above estimates if previous council projects are anything to go by.
10.	No	Seems fine as it is
11.	No	There are far worse areas in the city regarding traffic and access
12.	No	It works fine in my opinion It would be disruption and a waste of money
13.	No	I don't think it's a necessary improvement.

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14.	No	I use this route (between Merry Boys and city centre) very often but very rarely get stuck in traffic for too long. I use buses mostly but sometimes taxis or lifts in cars. I find the bus lanes very useful and think they are already in the right places to ease congestion but do not impact too much on other traffic. Worst traffic build up I've seen on this route is between Merry Boys and Portobello Island in rush hour but I rarely use that route so can't comment.
15.	No	I travel this route regularly for business purposes and to be honest I find it one of the better roads in Wolverhampton the Penn A449 route is far worse
16.	Yes	This is because of the stupid bus lane that was put in. Get rid of the bus lane that is the main problem.
17.	Yes	As the primary route between the city and M6 a dual-carriageway is required from the A454, which is very congested at present.
18.	Yes	Peak time congestion horrendous
19.	Yes	The area is extremely unattractive with little encouragement to use public transport or to walk or cycle
20.	Yes	volume of traffic
21.	Yes	For the reasons outlined in the consultation document- pollution, separation of communities, inefficiency etc
22.	Yes	Most days I cycle to work from Wolverhampton to Walsall using the A454, including the stretch of road that is the subject of this consultation. This is a busy road with heavy traffic and it is not an easy or pleasant road on which to cycle. It is not surprising that there are very few cyclists on the road. Probably as many people cycle on the pavement as on the road.
23.	Yes	This is a main route from the Motorway so has much traffic. This can increase if there is an incident on the motorway which involves traffic being diverted through Wolverhampton. The relocation of the train station car park has made the traffic worse, as there is only one route away from the station leading on to the junction at Horseley Fields.
24.	Yes	Only certain areas need to be improved such as junctions at Old Heath Road, Deans Road and Neachells Lane especially at peak times
25.	Yes	Too much congestion - very slow going
26.	Yes	Less congestion
27.	Yes	Trying to join the Willenhall road is a nightmare because of the volume of traffic, people end up taking dangerous risks.

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28.	Yes	Traffic signals are poorly timed at present so builds up traffic back up to train station. Opening Union Mill Street as 2 ways should help alleviate some of the issues.
29.	Yes	This entry into Wolverhampton is always a very slow procession of frustrated car drivers. They are using an old road design which no longer meets anyone's needs, and any attempt to fix things so far have been little more than a bodge job. Provision for cyclists is laughable. It really is time to follow the Dutch examples. Why do you keep bodging things up? There are fantastic solutions available, but you keep trying to reinvent the wheel. Stop it, and behave yourselves.
30.	Yes	This is one of the main cities in the region and we have a small single lane road leading inbound and outbound. This surely isn't enough for all the traffic and commuters in and out of the city. I live on Albion Street and it is always congested getting in and out the city at peak times.
31.	Yes	Traffic queuing to leave the city centre blocks access to the ring road
32.	Yes	general congestion made worse by various junctions (signalised and non-signalised) such as Neachells Lane, Deans Road, Brooklands Parade, Old Heath Road and Hickman Avenue
33.	Yes	the problem is traffic lights and bus lanes if you remove the bus lanes the ques will stop at the far end where by Merry-boys and the entering of the city roundabout. if Option D was implemented it wouldn't solve the issues of traffic exiting the city as the congestion further up from St Giles crescent would be impacted more severely. as the rush to and from the city centre would cause accidents when the road is narrows. Also put lives at risk as people cross over to go to the nearby schools and Eastpark.
34.	Yes	The bus service is a nightmare at the moment and has been for some time
35.	Yes	Due to the sheer amount of vehicles at peak times, especially HGVs, Coaches, Buses etc that can block several lanes, being slow moving and create backlog of traffic behind. A persistent hold up is around the Neachells Lane junction. The road is not wide enough for large vehicles.
36.	Yes	the problem is that the exiting of the city centre at major times is affected by traffic light system and speed.
37.	Yes	Sometimes when on a bus it takes a long time to where you are going because of all the traffic and going up to Wolverhampton where new petrol station has opened on main road by east park is that scruffy old pink building near bus stop in Willenhall road east park but I think it needs to be knocked down it's been like that for years and then by portobello island area fenced off brought by ALDI when are they going to build the new store could do with having the store there to expensive to travel to other stores in Willenhall every day on bus so this would be easier to get to and the housing association homes are nearly built so it would improve local area for example less fly tipping

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38.	Yes	Highly congested, especially during peak hours. Bus route is a waste as less space for private vehicles.
39.	Yes	Most of the journey along that route is spent sitting in a jam
40.	Yes	As an experienced cyclist, I commuted for two years using a combination of bike and rail to Birmingham. During rush hour period there were many times when it was quite dangerous along the Willenhall Rd as there is no dedicated cycle lane from the Rail Station to East Park Estate where I live which is directly off the main Willenhall Rd.
41.	Yes	Improved transport infrastructure required for increased development along the corridor.
42.	Yes	It is the main road through to the M6 and should be a welcoming and professional entry to the city.
43.	Yes	It's terrible and always congested. The reduced speed limit does not help either
44.	Yes	Bus lane empty yet cars in massive massive queues.
45.	Yes	Traffic congestion during the working day, especially during 'rush hours' which cause long delays when travelling along the road between Keyway and the ring road in Wolverhampton
46.	Yes	I am a delivery driver travel 500 miles daily, going into Wolverhampton takes longer from Willenhall than Willenhall to Bloxwich
47.	Yes	It is too busy short distance takes Avery long time
48.	Yes	Horseley fields in rush hour is very congested - Neachells lane junction can be too
49.	Yes	There are always queues along the road which makes it difficult for people to get into the city and will cause poor air quality in the local area.
50.	Yes	Willenhall road is very busy especially nr Moseley road morning & evening peak times 9am & 5pm also very busy St. George's island as you come to it Horseley fields Wolverhampton after left Willenhall road
51.	Yes	There is too much traffic and it makes me feel unsafe when I cycle as I'm frightened I will get knocked off by drivers who aren't concentrating or speeding. It's the same if I walk, so sometimes I just give up and drive, which is increasing the traffic problem. Then it is just a vicious circle. Something needs to be done.
52.	Yes	Outdated and looks un tidy
53.	Yes	Bus delays, poor walking environment, dangerous cycling
54.	Yes	Traffic overload. Heavy Goods.
55.	Yes	Backlogs, need for regeneration projects, key route into city

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56.	Yes	That route can often be congested making it quite frustrating
57.	Yes	Highly congested, specially at school running time, some drivers drive recklessly, noisy. I doubt it if the cameras operate/function as the speed of cars in the night is dangerous. polluted, you hardly breath even being in the house.
58.	Yes	I don't travel enough on the road for a valid opinion but the proposals make me assume there is a need
59.	Yes	Work in Wolverhampton from Dudley, Wolverhampton traffic worst on journey
60.	Yes	Living in a main road usually means good access to town, but opposite in Wolverhampton
61.	Yes	Hickman avenue / Willenhall road junction chaos all day in weekdays, St Mathews street shortcut dangerous, have seen many accidents and road rage
62.	Yes	Huge traffic light and delayed.
63.	Yes	Although I have answered yes my preferred answer would be somewhat. there can be delays along the Willenhall Road if accidents occur elsewhere or there is an event on but I work city wide and would not think that the Willenhall Road is more congested than anywhere else
64.	Yes	Major congestion daily
65.	Yes	To reduce congestion and encourage property owners both domestic and commercial to improve the appearance at various points along this route.
66.	Yes	Have nearly missed doctors appointments at Mayfield Medical Centre after being stuck in traffic jam on Willenhall Road
67.	Yes	
68.	Yes	high traffic volume along the A454 towards Walsall and also heading towards Wolverhampton City Centre.
69.	Yes	The junction of Hickman Ave / Willenhall road is very busy and difficult to turn left out of. Also, cars cut through the new fuel station. The road surface is also a disgrace when you drive around that junction, uneven surfaces and floods when we have rain
70.	Yes	To regenerate derelict industrial areas, to improve traffic congestion, to improve facilities for pedestrians and local residents.
71.	Yes	Traffic becoming a nightmare.

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72.	Yes	In the last 15 years since moving into the area we have seen a dramatic increase in traffic especially heavy goods transport. The opening of the black country route, which has alleviated one problem but in doing so has caused another. One of the biggest causes of congestion is the traffic lights on the junction of Neachells Lane lights and Deans road lights. These traffic lights are without doubt the major cause for snarling up the 454 into Wolverhampton.
73.	Yes	Traffic congestion can be problematic - usually due to lorries taking longer to take corners which slows up traffic.
74.	Yes	Bottle neck of traffic and bus when two lanes become one along the route becoming worse closer to Wolverhampton
75.	Yes	The current road does not have enough capacity to handle the level of traffic efficiently particularly at peak times during the day resulting in queues of traffic and additional noise / pollution. Journey times into the city are not good considering the relative short distance
76.	Yes	Can't actually explain why but it will be good for good improvement!
77.	Yes	No traffic flow up the road. Takes ages to move just a mile, even at night or in the middle of the day.
78.	Yes	Traffic both in and out of the City is extremely congested adding considerable delay on a journey. Whilst sat in traffic industry and business is not pleasant to look at and doesn't promote our City to those coming in.
79.	Yes	The road is very congested specially around school times. There is limited opportunity to join oncoming traffic from side roads. The traffic signals could be more efficient. Limited walking and cycling route. Buses often delayed due to heavy traffic. Link between Wednesfield road.
80.	Yes	A slow tedious journey that causes delays and stress to users
81.	Yes	The road system is not fit for the volume of traffic.
82.	Yes	Too much traffic particularly during rush hour along the Willenhall Road.
83.	Yes	I used to work in Willenhall. I also used to live on Dean's Road, so I am very familiar with the area. The traffic congestion can be awful at busy times of the day
84.	Yes	The ridiculous bus lanes funnel traffic which has been dual carriageway all the way in, right at the busiest points. They cause massive unnecessary delays. There needs to be an understanding, that just because the political traffic chiefs once drove a bus, the vast majority of people do not want to use them and any potential benefits of reducing emissions through the use of bus lanes is more than negated by the extra time cars are standing still. Unless you're going to run a tram system which is clean and appealing, most people wouldn't be seen dead on the bus.

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85.	Yes	Traffic is awful along the Willenhall road. It is used by so many it needs major improvement, to make it safer and more efficient.
86.	Yes	Congestion especially now entrance to train station has moved.
87.	Yes	Traffic is horrendous on a daily basis, only recently sat in it for 40 minutes. Getting rid of the bus lanes would be useful.
88.	Yes	Delays at Neachells Lane junction.
89.	Yes	Having travelled it a few times at different times throughout the day there is heavier use at rush hour (morning and evening) but it feels like heavy traffic the rest of the time too. Something should certainly be improved, but not necessarily in favour of more cars (even though I see it from a car driver's perspective)
90.	Yes	Traffic bottle necks
91.	Yes	Heavy traffic resulting in poor environment for residents also parts of the section give a poor impression of the city.
92.	Yes	Traffic lights too slow causing congestion. Bus lane going into W'ton causes congestion as people have to switch lanes.
93.	Yes	
94.	Yes	Exiting Hickman avenue is a nightmare any time of the day, especially in a school bus, it's dangerous as traffic along the Willenhall road is busy at all times, lights don't on junction of old Heath Road/ Willenhall Road don't help eitherI've said for years this junction needs to be improved, by utilising the land behind the bill board on this junction to make a new road way and use existing light system to allow traffic out the junction and closing off the existing one.
95.	Yes	It frequently becomes congested causing traffic delays and poor air quality
96.	Yes	Traffic congestion every day. Needs improvement by cross roads.
97.	Yes	Too much traffic. Road not wide enough in places.
98.	Yes	High levels of slow-moving traffic at all times of day
99.	Yes	Massive congestion
100.	Yes	Congestion
101.	Yes	The amount of development opportunities available means that something has to change

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102.	Yes	It is far too congested
103.	Yes	Remove bus lanes
104.	Yes	Heavy congestion at peak times and generally congested during the day.
105.	Yes	The area has been left to stagnate over years leaving it looking tired and dated we need investment to both improve the area and help the local economy
106.	Yes	Timings of traffic lights are nightmare
107.	Yes	Extreme congestion throughout the day
108.	Yes	Traffic chaos caused by the bus lanes
109.	Yes	To many traffic lights causing congestion. Not enough through put of traffic. No need for bus lanes.
110.	Yes	Provide separate cycle lane to the main carriage way and not just a white line painted down the footpath.
111.	Yes	Traffic load is heavier than the infrastructure can take at rush hour time. In addition, traffic light patterns are not green long enough at Neachells Lane junction and the bus lane filter from The Cleveland Pub into the city is under used and creates a bottleneck. Some of the grassed area to the side needs to be put into use as roadway.
112.	Yes	There are issues with congestion at key points - particularly since the station access was moved to Corn Hill.
113.	Yes	Traffic is very heavy at peak hours
114.	Yes	Too Congested
115.	Yes	Too congested at junctions
116.	Yes	Traffic congestion needs reducing
117.	Yes	congested and poor road lay out
118.	Yes	Bottle necks at Neachells Lane/Moseley Road Junction, lack of development at derelict sites, poor road surfaces

Q7. What are your thoughts on the proposed options?

1.	We was told that the bus lane was to improve the travel time when all that money was spend doing it. Put the road back as it was before you start thinking of spending money that the council don't have. That is my view.
2.	Option D appears to be the only option that will relieve congestion into and out of the area.
3.	I am writing to object to the current proposals. I do not think any of the four options would give an environmentally sustainable road scheme.
4.	A is the best
5.	proposed options seem to have a detrimental effect on all users.
6.	Not a resident but not clear on what will happen to street trees on Willenhall Road and whether you are aware that these may have been planted by local schoolchildren after WW1 as part of the mayor/deputy mayor's scheme to beautify the city and pay tribute to the fallen?
7.	There is a strong impression that only Option D has been subject to any serious consideration. Option B in particular is so limited as to be virtually worthless. It is possible that if more effort was put into this option a lower cost scheme that focusses on sustainable modes - but in a much more substantial way - could be developed.
8.	None of them will solve the problem as the main road needs to be widened to improve the flow of traffic. Just spending money on bus and cycle routes reduces the available road space for cars so would only INCREASE the congestion and pollution. If the plan is to build alot more houses along the route this will also increase the volume of traffic, so the last thing you want is to reduce it to one lane each way. There was a bus lane on the approach to the ring road at Horseley Fields but this had to be suspended when the access from the train station was changed. So a bus lane here clearly did NOT work.
9.	Willenhall Road would be badly affected and we would be surrounded by traffic, pollution, noise, no privacy.
10.	I am aware that D is the preferred option however it will disrupt our residential areas, as children and people daily commute and use our road. Secondly it will also disrupt privacy of those who live close to the corridor like me.
11.	I know that D is the preferred option, but, this greatly affects residential areas like mine making them dangerous and disrupting our privacy.
12.	Option D has most advantages but it has negative affects on residents areas

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13.	Option A is better, it does not interfere with Council estate and residents
14.	It is good that this issue is being looked at
15.	A is acceptable D is not acceptable
16.	A is acceptable D will negatively affect us
17.	Not really that good
18.	I assume the council want Option D, spend the most money before trying the cheaper options first. As for trying to prioritise public transport, what a waste of time!!! I work on a site that has around 200-300 people, all working shifts. NONE of them on mornings can catch buses, because they don't run early enough, and in some cases, people would need multiple buses and would have to leave their homes at 5 in the morning to be at work in time. Give up on public transport, it's only any good for pensioners and people going to sign on!!
19.	I don't agree with the Option D as access to our apartment on Albion Street will be significantly harder and also access to the train station will be harder too.
20.	The more comprehensive the solution, the longer it will be useful. This will not be the last time you need to do this unless you rip the whole route out and start again.
21.	Option A - C doesn't really make any difference. Option D is perfect.
22.	Good consideration for all transport modes
23.	It is nice to see some ambition in Option D and a bit of out-of-the box thinking, instead of the usual minor widening schemes that work for 12months and then become over-capacity again.
24.	horrendous you are going to get people killed or injured making the road way to fast for Option D is nightmare no one will benefit except for insurers and the funeral parlour as children cross that busy road daily to go to three schools in the area the only Option is A removal of all bus lane and car parking space on Willenhall road
25.	Anything that can help with buses reliability has got to be an improvement!
26.	Neither option states any possibility of road widening, which would help considerably.
27.	its stupidity to have more homes alongside Willenhall corridor there no way in

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28.	Need something to improve look of areas plus it would be very good if we could have the Metro coming from Wolverhampton down to Portobello, Willenhall then on to Walsall and Metro could then go to New Cross Hospital as well via Neachells Lane up through Planetary Road into New Cross Hospital or via Deans Road giving people more options for different travel on public transport as there should in near future be a train station in Willenhall again also there should be room for metro tracks as some time ago people's gardens near to before turning on to Neachells lane the gardens were shortened to allow road widening and no one seemed to mind
29.	Prefer Option D
30.	Option D is my preferred choice as I wish to see more cycling and walking routes that are fully joined up to the City Centre established.
31.	A broad range of options
32.	The only real Option is D
33.	Option C is basically re-instates the bus lane that was removed relatively recently, which has improved the traffic flow... so why would you consider adding it again? Option D is hugely expensive for what i see as no gain Option A and B will provide better access for vehicles and improve flow for relatively low cost and grief.
34.	I don't think any of those options will benefit the residents or commuters. Travel is expensive unless you have a metro link to A454
35.	Needs an emphasis on improving roads for cars not public transport
36.	I would like to see more evidence the proposals would improve traffic flow along the stretch. It appears most benefits would go towards public transport, cyclists and pedestrians. Will reduced lane widths for example, slow traffic and cause even more congestion?
37.	Needs major rework, worst road in midlands Barr none
38.	Removing bus lane was very good. If you cannot resolve the bottleneck at Horseley fields the rest of the improvements are likely to be less effective. Alternate the 529 every other or every 3Rd bus goes Wolves/Willenhall/Walsall not stopping everywhere!
39.	I doubt that the low cost and low intervention proposals will make sufficient improvements.
40.	More priority routes for Buses especially 529 & 82 as they come up Willenhall road I get on Portobello Island busy route leading up to W'ton

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41.	I don't think you should do anything to increase traffic. Something to improve cycling and walking, and public transport would be great. I don't agree that Option B would increase noise and air pollution. This is a dangerous comment, is incorrect both behaviourally and scientifically, and may lead to the public making recommendations on false information. I would like to see how you have developed this statement
42.	Needs widening and modernising
43.	This seems to be a road scheme with token references to public transport, walking & cycling. We need better walking, cycling & public transport along this road not just a big ugly road scheme that blights the area further.
44.	Complicated Would any solve problems
45.	Comprehensive in presentation and thoroughly researched
46.	I prefer Option A We don't need any more bus routes
47.	It sounds like it would benefit all
48.	More Cycle routes, path for pedestrians and divert the traffic and install more cameras
49.	Any options should concentrate on improving traffic flow rather than alternative travel options
50.	Took friends recently to Wolves football match, Willenhall road gateway to city is like a war zone, derelict buildings. Not impressive for visitors
51.	Needs dual carriageway to city
52.	Main junctions leading into A454 need to be addressed
53.	very good
54.	I do not think any of the proposals suits all. The option appears to be low cost, little change or real delays to car drivers or High cost and impact on homes in the area
55.	Encourage use of cycling and public transportation
56.	The last option should be chosen but it needs to be supported with a wider improvement strategy to include properties and current unused land
57.	Anything is better than nothing
58.	Get on with out!

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59.	I do not see why we need to improve public transport routes as the majority of the vehicles that use the busy road are private vehicles, traffic delays need to be improved
60.	A B C would not solve the problem , but D would
61.	I feel A, B and C don't go far enough to make significant improvements to the local area.
62.	Maybe roundabouts instead of lights they work well in Portobello Island
63.	Some good ideas.
64.	I feel that Options A-C will not realistically improve traffic flow.
65.	Look interesting!
66.	Other improvements can be made. First of all, why not allow vehicles to use their discretion to use give way lines and turn left at the two major junctions (Neachells Lane/Moseley Road and Deans Road/Stow Heath Lane). Currently we can only turn left on our own green light, not even when the left-hand side is on green, meaning no other vehicles can possibly be going in the same direction. Give way lines and signs are already in place so why are we restricted by traffic lights.
67.	Whilst option 4 will cause the greatest disruption at a higher cost, infrastructure can't be done on the cheap. Would question the benefit of bus lanes as not convinced they encourage increased usage whilst impacting upon a greater number of vehicle users
68.	Option D
69.	It needs major improvement and money spent on it
70.	Well presented and explained
71.	A/D most beneficial B/C may make traffic management worse
72.	It is a very difficult decision to make as it is, as you have identified, a very busy stretch of road, and due to restrictions there isn't a great deal of improvement that can realistically be done.
73.	Remove the bus lanes, widen lanes, make it easier to turn right, retime the lights.
74.	the first three are ridiculous and help no one.
75.	Focus on pedestrians and public transport will not help to ease the congestion.
76.	Something is needed to relieve congestion on this route.

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77.	Don't think ordering them in terms of which is least/most expensive helps the cause. It should be in terms of impact and true measurable improvements. Only one option actually mentions measurable improvements and it's the 'most expensive'. If the only collected figures simply support that one, there really aren't four options because why would you do the other three for little or immeasurable improvements?
78.	They do not take in to account the real primary user of the road being a car
79.	Lack innovation.
80.	Bus lane option will cause more congestion and won't encourage people with cars to use buses.
81.	Most options favour one mode over another, often at the cost of penalising other modes
82.	Having a bus lane for part way on the road is useless, causes more congestion than relieving it, make it dual carriageway all the way into town from the Merry Boys/Cleveland Arms junction
83.	The proposed options fail to take account of the current use the number of traffic lights in operation and the lack of co-ordination between them often delaying emergency vehicles
84.	Good plan, hopefully clear signage about the flow of traffic as some of this is causes problems for some
85.	Excellent.
86.	Good range, good consultation
87.	Good idea to change the route as buses are constantly stuck.
88.	There is only one viable option in reality...
89.	I don't tend to use that route in rush hour but am keen to see more cycle provision available as this side of the city lacks in this area
90.	There is only one sensible option
91.	Should be an option to remove the bus lane
92.	Rubbish. Scrap the bus lanes and open it up to cars. The roads will run a lot smoother
93.	Why not start by making the bus lane a commercial lane. Lane sits empty most of the day, allow Large goods vehicles use bus lanes. This may be the best and cheapest short term solution.
94.	Seems as though only the cheaper options are being considered we do not all walk cycle or use the public transport What about better roads for car drivers that provide many millions of pounds in tax by driving their cars

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95.	You will never get people out of their cars to use the buses or cycle. Sorry. The problem will not be resolved by any of your option.
96.	None of them are worth the expense. It could be a free flowing dual carriageway but the bus lanes restrict the movement of traffic.
97.	poor. not enough focus on what causes the tail backs and the lack of through put of traffic at junctions. No need for traffic lights on left hand filters. No need for bus lane. people will catch the bus lane or not.
98.	lack of information on proposal for cycle facilities
99.	They do not go anywhere near in improving private and commercial road provision and focus too much on public transport and pedestrians.
100.	Variety of options
101.	None of above will work
102.	Major revision rather than tinkering.
103.	There doesn't need to be a bus lane! Cars often cut into traffic as they don't realise bus lanes are coming up
104.	Don't fix what isn't broken
105.	Needs better roads for cars not for bikes and busses.
106.	Prefer option 4, but unless Walsall Council set about sorting their end of the road, it all stops in Willenhall

Q8/8a. Please select your preferred option and explain why you have chosen this option:

1.		I have not chosen any of the option. This is because I live in Walsall St and I know that the only thing that will work is to remove the bus lane.
2.		Neither. We need proper cycling & bus priority measures & not more roads for more traffic that make it harder for pedestrians.
3.		Get rid of bus lanes. That alone opens more room for cars. Secondly get the traffic lights working in sync to give the main artery priority over the lesser roads. Lights by the Merry Boys and Shell garage are ridiculous - they should be on green longer for Willenhall Road traffic
4.		None of these.
5.	Option A	Minimum impact and minimum cost to reduce council tax increase.
6.	Option A	
7.	Option A	Least impact on council stretched finances.
8.	Option A	Minor changes would not affect our residential area.
9.	Option A	It seems like A will not directly affect those in residential areas close to the corridor like myself, as greatly as Option D would do.
10.	Option A	Option A will only make minor changes to the corridor and not affect residential areas greatly.
11.	Option A	Only minor changes will take place
12.	Option A	I live in the estate and don't want to see us back to problems in the past if they make one way systems it disrupts the estate. Keep traffic to main roads not use the estate for overflow.
13.	Option A	The disruption to business is to great and will be permanent disruption
14.	Option A	Has the least effect on our business
15.	Option A	Cost and lack of benefits to areas around Neachells and Cleveland Arms areas, which are bottlenecks now and would only be added to with Option D.
16.	Option A	When your car breaks down, you try fuses first, you don't just go and buy a new engine...let's try the cheap option first...not disrupt everyone's life for a year and create ridiculous one-way systems!!! There have been temporary traffic lights on the Willenhall Road this week...have a look down Lower Walsall Street at the "slightly" increased traffic and tell me that road could take ALL of the traffic going into town!!!

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17.	Option A	
18.	Option A	Improve current layout so that traffic of mostly cars queues correctly, not enough demand for other transport modes to make other options viable
19.	Option A	<p>A would benefit dramatically saves money removal of bus lane would ease congestion rapidly and help the entering of the city centre and surrounding areas it would save jobs and help the community.by not hurting injuring or killing people as it wouldn't be a death trap or rat race to get across the four lanes as in gateway brochure but I have an E option the best option,</p> <p>1} No right turns onto the Willenhall road from Colliery Road Old Heath Road and Hickman Avenue</p> <p>2} remove all car parking on Willenhall Road make it into two lanes.</p> <p>3} remove the bus lane as the queues will stop.</p> <p>4} remove all traffic system and build a bridge only traffic light system would be by Mazda then it would be dual carriageway this would help along the carriageway and entering and exiting the city centre would reduce times by up 20 minutes a bridge would cost 20000.00 to be build and implemented it can even go by Eastfield nursery and into the storage depot where the old city mobile toilets are and people can access bus to go into the city centre or out of the centre this would save millions as the land doesn't need compulsory purchase order and save jobs</p>
20.	Option A	<p>Minor improvements leading to traffic flowing more freely. The relocation of the train station entrance/exit has led to more traffic in this area and simply changing the traffic light sequence could make a huge difference. I think all options should be tried and exhausted before spending great sums of money on a potential solution that will cause months if not years worth of delays in the area. The council should be focusing on improving the city and attracting visitors, not improving escape routes! Providing out of town parking and park and ride facilities will greatly reduce congestion. This has worked in many cities around the UK. There's a number of young families in the area, and current levels of traffic in residential areas is low compared to the main arterial route. This offers an element of safety to young children crossing the road to access the underpass to access the City Centre. With increased levels of traffic, this activity will become much more dangerous.</p>
21.	Option A	No over emphasis on empty buses.
22.	Option A	
23.	Option A	I prefer Option A We don't need any more bus routes
24.	Option A	Public transport is generally so poor it is not a preferred option for me Traffic flow should always be the key. Bus lanes cycle lanes etc makes this worse. Always

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25.	Option A	As my previous comments no one option suits all but this option lessens the impact on car drivers and also on homes in the area
26.	Option A	I have chosen A as all the other options seem to be advising the traffic flow would not improve.
27.	Option A	Minimal disruption and if improvements are needed it's lighting and traffic lights/pedestrian crossings. No need for a solid bus lane, traffic on the single lane would be horrendous!
28.	Option A	The key issues I can see are: The primary main user of this route is cars. Used privately by the public commuting for various reasons. However, a large proportion of the road is utilised with bus lanes thus bottle necking traffic. This coupled with inadequate traffic light priority is what creates the issues you are looking to resolve. If the above was addressed in prioritising traffic lighting through the main arterial route and a removal of bus lanes it would improve significantly. Perhaps a trial could be done?
29.	Option A	Least impact locally. Need to reduce number of bus stops most to close together. Also re look at the lights system. Deal with Horsley Fields end which creates backlogs and then same with double lights by Neachells Lane. These plans are too narrowly focused.
30.	Option A	Less disruption
31.	Option A	I couldn't pick none. You're not looking to improve the route for car commuters, you're looking to improve the bus service routes. The majority of traffic snarl ups is the right turn into Neachells road with all the lorries. If you give buses more access then the traffic will be worse. Perhaps it's best to abandon the cash cow bus lanes during peak times and there won't be as much as a problem
32.	Option A	
33.	Option A	Because none of the above was not an option
34.	Option A	Because I want to see less bus lanes and cycle lanes to make room for more cars and lorries.
35.	Option A	Simplest and low cost
36.	Option A	Need to get rid of bus lanes as Liverpool council did to improve traffic flow. People will use their cars no matter what, best option is provide more space for traffic to flow smoothly. Only Option A include remove small section of bus lane.
37.	Option A	In my opinion it's the best one
38.	Option A	Best for cars - don't invest in bike lanes and bus lanes. Just makes congestion worse.
39.	Option B	Tbh the others are not a long term solution

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40.	Option B	There is a health problem with people living in the Willenhall Road area being obese, and not doing enough physical activity. If you improve cycling and walking facilities, people are less likely to feel frightened of road safety and will do more exercise. There is ample evidence to prove this is true. This can free up network capacity as it may encourage more parents to let their kids walk to school if they think it's safer, and therefore other road users will have a less congested journey. This will lead to lower noise levels and improved air quality. (Not the other way round) You need to change people's perceptions of road safety, and encourage more exercise, not encourage more car journeys. Please! Think of your health.
41.	Option B	Hopefully, by going with this option improvements will be made in public transport links. I realise that this is not in the council's control.
42.	Option B	This is the only option that cyclists as priority.
43.	Option C	If you want people to use public transport it needs to be reliable. I have lost count of the time I have been late for work due to the 529 bus "service". Someone needs to take a good look at this service, the way it operates to make it a reliable option to use. Crowded buses that turn up in twos and threes after a 20 or 30; minute wait are not acceptable! Instead of making the service reliable they have reduced the timetable so that buses are supposed to run every 8 minutes instead of 7, even the phone app doesn't give an accurate picture of if a bus is due or not, it will say ,3 minutes so you go out to catch that bus to find you have a 10' to 15 wait. Needs sorting out !!!!!
44.	Option C	Bus routes it's essential that they run on time as 529 I believe is too long a route from Walsall when can be delays as comes nr M6 junction 10 at Bentley should not run to Wolverhampton only Willenhall and should be Willenhall to Wolverhampton and return should be a split route heavy traffic on Willenhall route peak periods morning late afternoon tea time
45.	Option C	BRT way forward - SPRINT
46.	Option D	Option D appears to be the only option that will relieve congestion into and out of the area.
47.	Option D	Of the suggested options Option D does provide some improved public transport and cycling / walking facilities but creates other serious problems. The one-way system would prove a major barrier to neighbourhoods and to community cohesion as well as encouraging speeding traffic. Also because of current suppressed demand the volume of traffic would increase. It certainly would not create ' a desirable environment to live and work'. Further work required on direct and continuous cycle route to and across the city, to the rail/bus /metro interchange, Canalside and NCN route 81.

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48.	Option D	The West Midlands Combined Authority Walking and Cycling Strategy, and subsequently the Delivery Plan for Transport set an ambition of increasing to 5% the proportion of journeys undertaken by bicycle and identify the A454 as a "priority corridor" for the development of cycling infrastructure. The Delivery Plan says "High quality cycle route provision needs to be incorporated into A454 corridor work". Option D is a major scheme that could radically improve provision for walking and cycling, address air quality and enhance this significant gateway into Wolverhampton, particularly linked to the Canalside development. To achieve this, however, the council must set this as the primary objective of the scheme. If the scheme is allowed to be developed a standard road scheme - with cars and lorries as the main focus of attention - we risk spending a lot of money on a large new gyratory road system that will fail to achieve any social, health or environmental benefits and simply increase the volume of cars and lorries using this route. This would be worse than doing nothing.
49.	Option D	This is the only option that would divert some traffic from the Willenhall road. In the long term the road should be widened, to accommodate the future increases in traffic.
50.	Option D	As a taxi driver for many years I had exactly this same idea.
51.	Option D	Better in the long run
52.	Option D	Less of an issue for cars
53.	Option D	As the most comprehensive of the solutions you have presented. It is woefully inadequate, but if it's the best you can do, then so be it. Anything less would be gross negligence and a waste of resources in my opinion.
54.	Option D	This makes use of Walsall Street which is in absolutely poor condition so needs resurfacing too. It also allows this part of the cities roads to be used properly rather than just backstreets that nobody uses. It allows traffic to flow better. It's overall the best decision.
55.	Option D	minor improvements aren't really going to cut it. The route, which is the direct route from Wolverhampton centre to the biggest/busiest motorway in the West Midlands, needs significant investment to make noticeable improvement. Also due to the social demographic, the measures need to cater for all users - private car, bus and cyclists/peds - to ensure the investment pays off for everyone not just one type of user. Walsall did this to some degree with their end of the A454 and Ring Road and while there is some pain to endure during construction, inevitably the town is better off for the investment.
56.	Option D	As land is impacted, this is a good option, central reservations etc along this route serve little purpose.

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57.	Option D	With this option I would hope there would be more choice of public transport to and from portobello Willenhall to Wolverhampton with being able to get the metro as sometimes bus 529 sometimes comes or not or there's 3/4 together and also places like portobello and east park area would improve and look nice and not be thought of as dump and scruffy areas
58.	Option D	Increase space available for private cars
59.	Option D	It seems that this will have the biggest advantage for motorists
60.	Option D	I have read the Vision Plan for Wolverhampton which states "Improve the provision for cyclists across the city, including comprehensive cycle routes and parking at public transport hubs;" What is desperately needed along the Willenhall Road is a dedicated cycle lane which will encourage more people to buy bikes and use them. Currently it is too dangerous for many people to even contemplate cycling into Wolverhampton with the way that most cars are driven. I have been to Sweden and all major routes into Gothenburg have dedicated cycle lanes with their own traffic signals that run alongside the road ways. Yes it will cost more money but it will be money well invested and will encourage more people to cycle to you brand new Railway Station when it is built BECAUSE there will be a clear car free route from the residential areas of Willenhall, Portobello, Eastfield, East Park that links to the rail station.
61.	Option D	One in a generation opportunity to do something radical. Desperately need to improve transport infrastructure to encourage increased use of non-private car travel along a principle route in to the city.
62.	Option D	If money is to be spent and the disruption this would cause for two years then the more radical option is the only realistic one.
63.	Option D	It offers more advantages and addresses more of the issues associated with this stretch of road.
64.	Option D	Major change better than small tweaks
65.	Option D	Dangerous junction viewed many accidents and near misses regularly
66.	Option D	People are not going to stop using private cars
67.	Option D	I believe that only a significant change will make the improvements necessary for the next 20 plus years.
68.	Option D	
69.	Option D	Holistic view, most benefit to users overall, supports regeneration best
70.	Option D	
71.	Option D	Improve quality of air Bus route and cyclist route Divert the network

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72.	Option D	Quicker route from M6 more lanes
73.	Option D	Major changes rather this small minor changes
74.	Option D	Only work 4 miles Hickman Avenue takes 45 minutes daily terrible traffic
75.	Option D	Because of the advantages which you have describe in the book.
76.	Option D	Looks the best long term
77.	Option D	It is the only one that address the key issues
78.	Option D	This is a more comprehensive option addressing more of the issues but if that is not possible I would go for Option C to encourage more people onto public transport
79.	Option D	This would be a better solution to the junction which I feel is quite dangerous for motorist and pedestrians alike. Only problem being the time scale from start to finish? Also is the 'Super Dump still going to be located in this area before or after completion, which could cause more increase traffic problems
80.	Option D	I feel that if things are going to improve this option provides the biggest overhaul and therefore the best opportunities to make a significant and positive impact on current issues.
81.	Option D	It might be expensive but sometimes to make long term improvements, money needs to be spent. =)
82.	Option D	The road need a major overhaul for every user to take benefit from improvements
83.	Option D	Option D appears to be the most viable option by increasing capacity & flow. However, I feel that thought needs to give place to the bottleneck of traffic from two into one lane further up the Willenhall Road heading away from Wolverhampton. I live just before the Merry Boys Pub. At peak times traffic queues up this road and can be very noisy. There is a bus lane that is empty a lot of the time and could be utilised to increase the time cars can pass through this junction (with Deans Lane)
84.	Option D	Look safe!
85.	Option D	Bus lanes are rarely used and can be removed for better traffic flow. It also causes a lot of confusion (outside of the active times most people are afraid of using it and give strange looks to me when I always do).
86.	Option D	As above
87.	Option D	Seem to address mixture of issues

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88.	Option D	No point in doing it on the cheap, the route is one of the poorest and most frustrating of all and I use most of them:
89.	Option D	It is the only option that provides a real improvement and would contribute to the wider regeneration of the area.
90.	Option D	Although I catch public transport myself and am unable to drive, I am aware of the importance of there being sufficient space for car users, particularly due to this being a key route for individuals travelling in and out of the City. I do think having a bus lane is important for public transport users where possible.
91.	Option D	About time some money was spent for all travellers not just cyclists and bus users.
92.	Option D	This is the best option as it incorporates all road users. It may cause disruption but I feel that overall it would be worth it. The junction by the Tesco Express, Colliery Road and Willenhall road is a car crash waiting to happen especially when large vehicles park on the main road outside Tesco it becomes a blind spot for anyone attempting to turn out of colliery road. Hopefully lanes will be widened and pedestrian crossings will be put in suitable places. Particularly by the school.
93.	Option D	Only option which seems to consider car users
94.	Option D	Has the most benefits to all users.
95.	Option D	Simply because it has figures to back it up. If there were a 'none of the above' and I could say go and obtain figures that will back each of the options unbiasedly or stop offering them as options, I'd go with that. If you have analysed (and have support figures) to back any of the four as suitable then we can talk. Otherwise this is a publicity exercise.
96.	Option D	Provides the greatest benefit across all modes.
97.	Option D	No option was available for what I want to see happen, but getting rid of the wasted bus lane is a must as the buses run every 6 minutes during the day, and at times there is three buses following one another so no need for a clear lane for them
98.	Option D	The potential to reduce the volume of traffic using the road at peak times the measures are only required at peak times as the road is often unaffected at other times i.e. during the period 10.00 - 15.00 hrs, evenings, weekend and at night.
99.	Option D	No need for bus lane as hardly see buses using it, more taxis than anything.
100.	Option D	
101.	Option D	Big impact, likely to bring most benefits

102.	Option D	More access for buses and bikes are needed.
103.	Option D	Benefit to many more users both vehicle and pedestrian.
104.	Option D	It's the only viable option to go for to move the development opportunities forward
105.	Option D	Major updates will future-proof the route and allow for greater expansion if necessary.
106.	Option D	Car, lorry and cycle options as well as public transport (public transport not suitable for my journeys)
107.	Option D	Everyone must benefit. Private vehicles are essential if derelict sites are to be developed and populated

Face to face consultations – Domestic

1.	<p>"Thanks for seeing us last week about the new proposed roadway into town. I can confirm that if the proposed roadway is given the go ahead then we would like the following to help with the noise and disruption etc that will be caused from the new scheme:-</p> <ol style="list-style-type: none"> 1. New triple glazed windows all round with windows of our choice. Also, because there will be buses etc coming up the street then we would like blinds built into the windows so that we will be able to look out but they will not be able to stare thorough out windows and still give us the privacy we have now. Noise pollution is bad now with the traffic directly passing our property and blue lights services as well this will have a big impact on use; 2. New boundary wall down the side of our property. This will need to be at a height of 7 foot on the garden side as there is a considerable difference between the levels of the road and our garden. We would also like gates placed on the side of the boundary wall to enable access as we will be on the main junction and will not be able to manoeuvre or pull out into the oncoming traffic; 3. The front of our property being blocked paved so that we will have additional parking as no on street parking will be available for visitors and our use. 4. We will require the work to windows etc to be carried out prior to work commencing as the noise from the contractors etc will be as annoying as the traffic. <p>Subject to the above being agreed we are happy for this scheme to go ahead. Thank you again for your time in explaining the development to us."</p>
2.	<p>"it is what it is" Would require wide drop crossing to allow family to get vehicles off the road and not have to shuffle vehicles in and out. Double / triple glazing as required by the assessment. Would want something better than tarmac for parking area inside the curtilage.</p>
3.	<p>Would want a widened driveway and additional parking spaces within the curtilage plus glazing noise review - has double glazing. Accepted that the traffic on Willenhall Road is terrible and that something needs to be done and realised from reading the leaflet that Option D was logical and the option that the Council would go for.</p>

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4.	Property owner understands that if Option D went ahead his property would need to be acquired by the Council. Would any compensation in addition to property value be offered? When would construction start and how much notice would they get? .
5.	<p>Further to our meeting, at which we discussed the re-routing of the A454 into Wolverhampton via Walsall Street, I summarise below our discussion.</p> <p>Firstly, you assured me that my property would not be demolished as part of the plans.</p> <p>With this in mind we then discussed what would need to be done to my property to ensure safety and privacy and to limit the noise and pollution, which will increase due the proximity of my home to the new road and junction. This included:-</p> <ol style="list-style-type: none"> 1. Windows to my choice. To reduce noise and effects of increased soot/dirt and traffic pollution, all windows of the property to be replaced with triple glazing, in grey or anthracite. Front and back doors will also be replaced to match the windows. As the construction work will be done at night, the windows will need to be replaced before the junction/road construction commences. 2. High brick wall built along the the full length of the boundary adjacent to the new road. This will provide privacy and safety when sitting in the garden and also reduce the noise from the road/junction. 3. Extra land along the side of the property by moving the boundary outwards, to allow for a wider drive with room for turning. Essential to allow easy and safe access/exit to the property into the busy junction. This will include widening of the tarmacked drive and the removal of large trees currently on grass to the side of the property.'
6.	Accepted scheme D needed to go ahead. If it proceeds she would like driveway widened to double width in addition to the glazing / noise review. She has double glazing.
7.	<p>I fully agree that there is an obvious need for vehicles in and around Wolverhampton and should stress that I'm not anti-car either :).</p> <p>Overall, I think Option D has many advantages and will help support local businesses and infrastructure if it does indeed go ahead.</p> <p>However, I would like to take this opportunity to point out that the majority of residents on my estate walk from here into the city centre as we're so close, so I guess in that respect I'm championing the cause of the pedestrian! I hope areas such as the underpass under the metro traffic island will also benefit from any improvement project as it's very overgrown and overrun with huge rats!! This is is our quickest route on foot into town it would be a shame if this important area remained overlooked!</p>
8.	Agrees something needs doing but not so close to his house. Can roundabout be moved further away or can the Council buy them out at circa 2 times the value of the house.

9.	<p>I've seen Option D this option cannot go ahead as it will make the road more dangerous than it is for crossing for school children and two carriages into one where crashes will happen making it faster by having a roundabout will create congestion by Mazda Pablo chip shop back upon the roundabout.</p> <p>Please note that option would create a dangerous road system that's even worse than Wednesfield Way going onto Lichfield Way there was a child died there and crashes along there.</p> <p>Option A is better if u stop right turns on Willenhall Road, better traffic lighting system with removal of bus lanes.</p> <p>But hear is what you need to do is Hickman road block right turns and right turns on Colliery Road with a block right turn on Old Heath Road onto the Willenhall Road and right turn from Willenhall Road onto Old Heath Road would remove the traffic lights and replace them with pedestrian crossing, this this will stop the queues backing up into the city centre. With removal of both bus lanes.</p>
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Face to face consultations – Non-Domestic

1.	<p>Some concerns over viability of scheme and impact on operations. In particular;</p> <ul style="list-style-type: none"> - capacity of Knowle Road with Walsall St carrying a lot more traffic - risk of collision between cyclist and HGVs - potential for noise abatement notice because of vehicle noise - potential impact on site and loss of car parking <p>Ongoing dialogue to review the design and look at design developments that may address their concerns. Letter submitted expressing that presently they formally object to the proposals.</p>
2.	<p>Not happy with the scheme as it will significantly affect their current on road servicing facility. Didn't see how they could take deliveries and keep operating. Also concerned at changes that would occur in air quality if Option D goes ahead</p>
3.	<p>The company currently makes extensive use of Corser St for servicing their premises. With some amendments to the scheme to provide more on street loading facilities and less car parking a potential compromise could be reached.</p>
4.	<p>Concerns over the impact on access to and from Knowle Road. Has some land outside the gates of the current site that was acquired to allow improvements to the entrance and would be willing to see the land used for an improvement delivered by the Council.</p>
5.	<p>Seeking the provision of an off-road servicing bay for transporters to unload. Can see the benefits of the scheme.</p>
6.	<p>Optimistic that the scheme will improve traffic conditions</p>
7.	<p>Can see the benefits of the scheme and agrees there are traffic issues. Agreement reached on ways to address the impact on the business including the provision of a new access and replacement car parking</p>
8.	<p>Very concerned from two aspects; Option D has a physical impact on one of their sites; mitigation works discussed that can ensure that the operations at the site are not compromised. Biggest concern is that the works will make both operating sites off the Willenhall Road inaccessible to customers and ruin his business. This would be addressed through signage and publicity.</p>

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9.	Company currently service from the highway which wouldn't allow traffic to flow affectively for Option D. Alternative servicing facility discussed and company wish to work with the Council to improve their facilities.
10.	Some reservations about the one-way system and how it limits access. Concern that the business being a public house needs customer parking and deliveries. Deliveries can be accommodated outside peak times but car parking is a matter for the business to look at and there are some possible options
11.	Keen to maintain access to their premises via Commercial Road which may need some minor amendments to proposed junction design. Access to the car park may need some adjustment.
12.	Doesn't believe the scheme will work.
13.	Concern over only having vehicle access from one direction. Further discussion needed but physically possible to get articulated vehicles into the site with some minor internal changes. Impact on the internal layout of the site discussed.
14.	Want to explore whether part of the building can be retained or a land swap with the Council in preference for out right acquisition.
15.	Needs to ensure that business can still operate effectively if some land is taken.
16.	Wants to maintain the site visibility for marketing purposes so boundary treatment needs to be agreed but no objections in principle.
17.	Concerned that his delivery vehicles will block Walsall St but with some amendments to site access and delivery management, issues could be overcome.
18.	Positive support for the scheme which will improve their access to and from their premises
19.	Fully supports Option D. Would want to work with the Council to bring forward the scheme. Would seek a land swap for the land being taken if Option D goes ahead. The provision of a pedestrian route across their site agreed.

Record of comments received at Drop-In sessions.

1.	Concern over increased traffic, road safety, currently have parking issue on Duke Street - commuter parking as well as residents, safety of children playing, access for emergency vehicles, difficulties with deliveries, pensioners, problems crossing road, open up bus lanes to traffic on existing road
2.	If they make Walsall Street and Duke Street 1 way I live in the middle of the estate, it will be difficult to enter or leave the estate we will be basically trapped
3.	Will cause problems for residents in assisted housing owned by Bromford Housing due to noise/pollution/safety
4.	Concern over opening up Bath St - traffic, pollution, safety
5.	Concern about traffic within the estate. Concern reduced when he understood the scheme better and that it wouldn't change traffic conditions directly outside his house
6.	They have large lorries turning up for deliveries and they queue up - this will be a problem with the Option D. Talked about setting his gates 15m in so at least one artic could wait off the highway and then be let through a security gate.
7.	Prefer Option D. As an aside they have issues with parking in the turning head outside their property.
8.	suggestion - remove bus lanes to avoid congestion why did the Councillors not come out and speak to residents see petition handed over re access for Duke St and Warwick Street
9.	Petition - we the undersigned are concerned citizens who are against the proposed opening of Warwick Street, Bath St and Duke Street
10.	Have 80 car parking spaces on site accessed through a gate. Option D would mean a lot of detours if they can access from the east. Can access be provided straight across from Commercial Street.
11.	Plascom Road junction is a problem, firstly getting across the bus lane and the traffic merge and secondly the width of the entrance of Plascom Road Supportive of the need for Option D. Parking on Willenhall Road outside the pub is a problem Parking outside post office on street causes problems. Come up with a good plan

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12.	narrow on street parking may cause an issue for emergency access Can Oxford Street car park be accesses differently. Supportive of Option D but elderly residents with concerns Build up of traffic outside of houses on Duke Street - need to look at queues back from the min junction into Duke Street
13.	Resident. Why don't we just do a road straight through the Old Heath across to Hickman and reduce the need for an island
14.	Option D preferable
15.	Option D preference
16.	Resident; Option D preference
17.	Residents. Thinks it will improve traffic. Road very busy and something needs doing.
18.	Concern about traffic past his house especially from Oxford Street car park. Can Oxford Street car park be accessed from Bilston Road? Accepts that something needs to be done but local impact worries.
19.	Access and egress to site tight and may need attention. artic infrequently. Customer parking - loading and waiting on the highway
20.	50 cars in storage - uses all the area for business parking (although others park car there as well) 4 bays with roller shutter access. Does MoTs Supportive in principle but needs detailed discussion if Option D is to progress. Happy for us to visit and view operation. Land actually owned by third party freeholder.