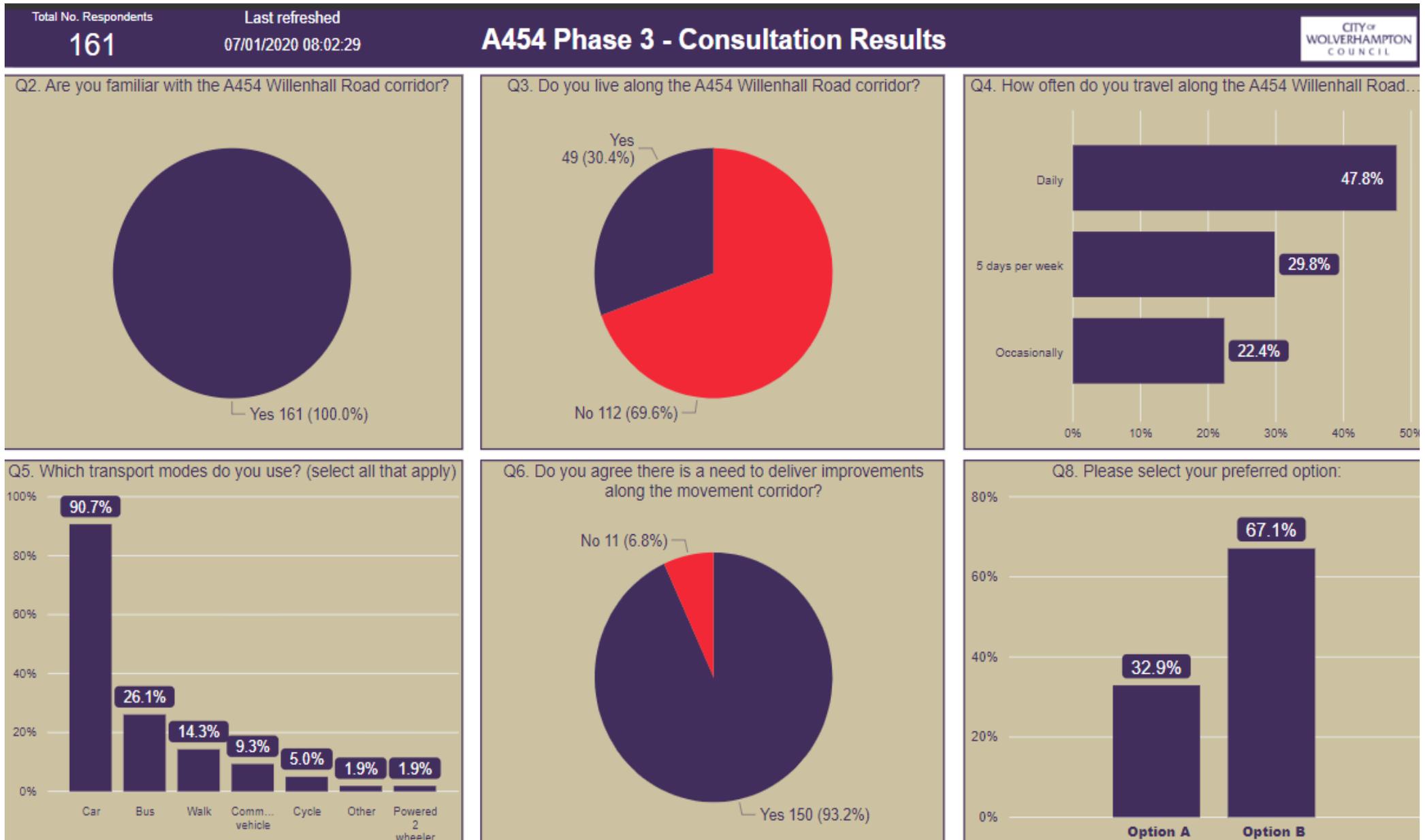
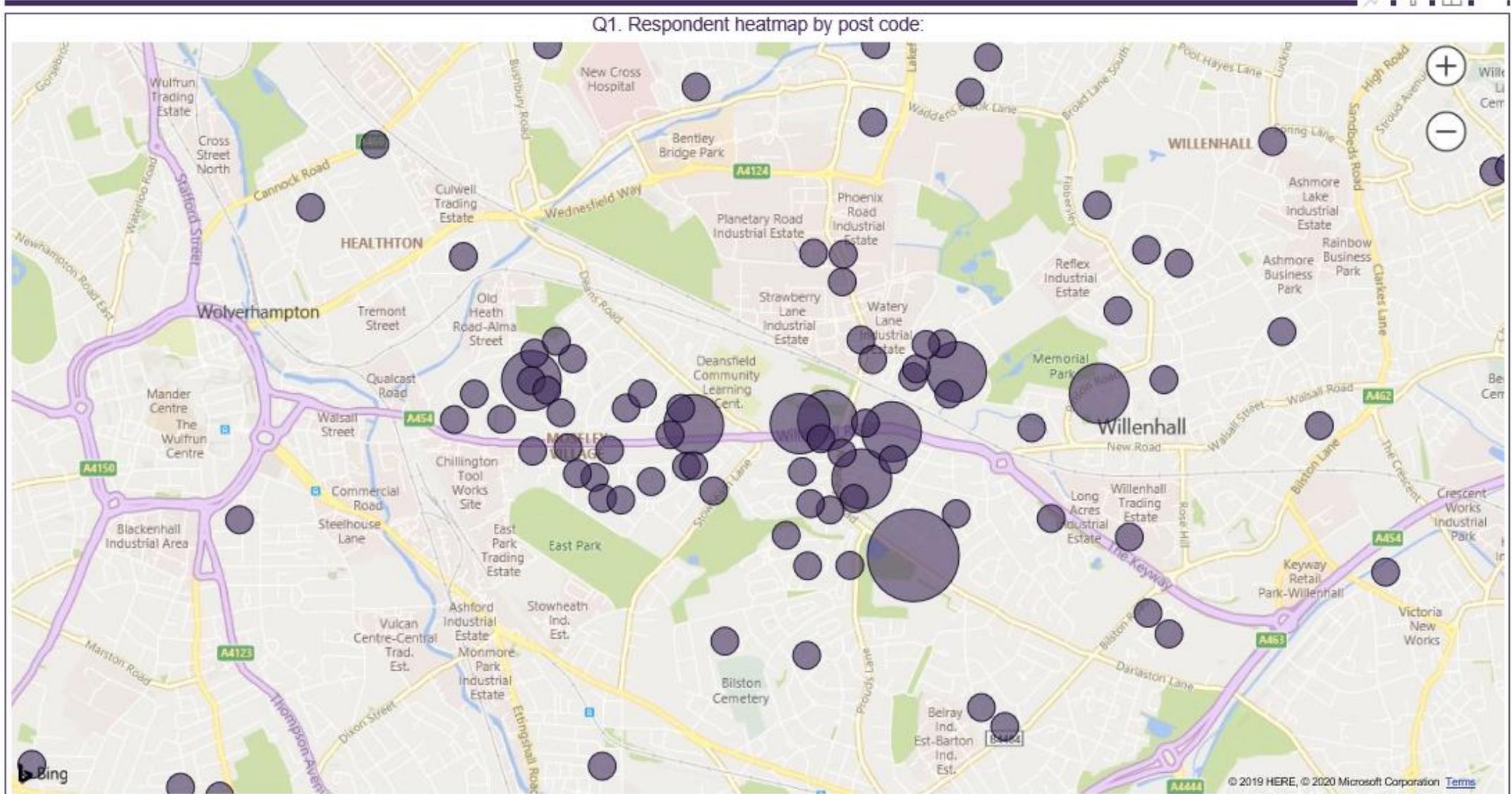


Willenhall Road Phase 3 – Consultation Feedback Results



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Exploded respondent postcode heatmap



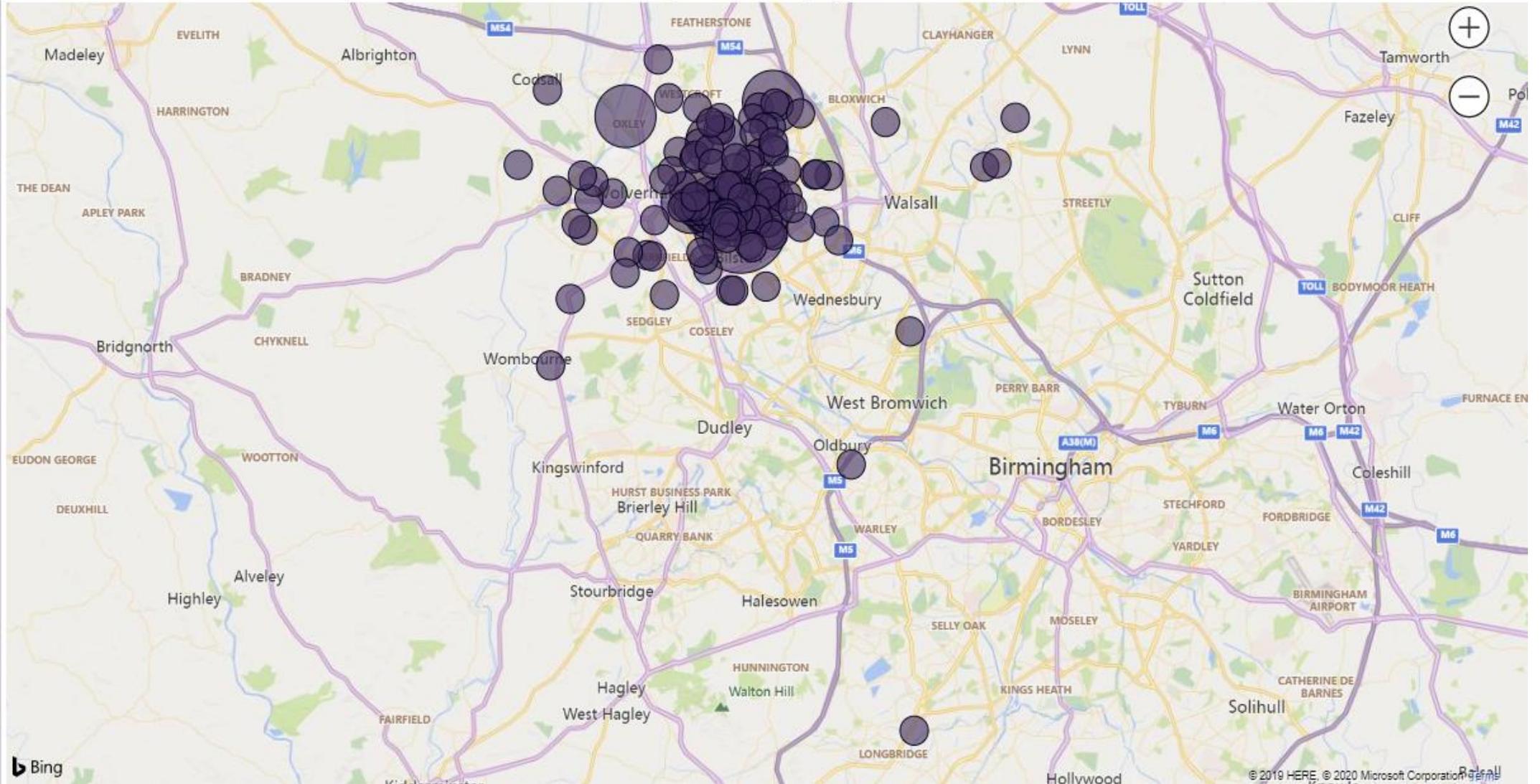
Respondent Postcode Heatmap

Total No. Respondents: **161** Last refreshed: 07/01/2020 08:02:29

A454 Phase 3 - Consultation Results

CITY OF WOLVERHAMPTON COUNCIL

Q1. Respondent heatmap by post code:



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Q6a	Q7	Q8a
Do you agree that there is a need for improvement on this section of the corridor? - Why?	What are your thoughts on the proposed options? - What are your thoughts on the proposed options?	Please select your preferred option: - Please explain why have you chosen this option?
To many rail backs	No to the two as there's enough traffic now	Always long tail backs
Amount of traffic conjunction	Not clearly explained	Depending upon the traffic routes towards Moseley Road from Neachells Lane . Will it require travelling along Willenhall Road towards Portobello Round About and then back along Willenhall Road in order to turn left onto Moseley Road Option B seems to imply this.
Any obstruct on Neachells Lane from planetary road back towards the railway bridge causes traffic to back up along the Willenhall road then causing Tailbacks on both Deans Road and Stowheath Lane	I would have thought the improvements would need to include not only the Willenhall Road/Neachells Lane junction but also include improvements to the Deans Road/Stowheath Lane junction too as this gets snarled up too with Traffic backed up to Rowlands Avenue on regular occasions	The improvements on option B will be longer lasting, option A doesn't look like it will bring much improvements for very long
Build up of traffic turning from both ways into Neachells lane		
Don't feel the need to alter the junction. Only traffic that builds up is turning right into Neachells lane.	I love on Deans Gate and would prefer the lesser option A. With option B the road that is proposed to go around the petrol station seems pointless. It would create a backlog of traffic around the junction. As a resident in the locality I hope that the lesser option is chosen.	Less disruption to residents and I don't feel like that junction warrants changes such as option B
The bus timetable is pure fiction! At one time I could pop down to Willenhall and be back within the hour, now I can spend that long waiting for a 529 some days.		Makes more sense as the volume of traffic at that junction is getting worse by the day, small adjustments made now would only need more work/ disruption in the near future. I think it is more sensible to do the work now. Also the 82 bus can wait through several light changes at that junction especially around 16.00 hours

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<p>Certain areas do need improvement but not this specific section of the road; putting any form of roundabout or anything of that nature will not help the road and will only cause more issues. Removing the bus lanes and allowing traffic to flow more easily by the Merry Boys/Cleveland Pubs will help the road; Widening the road at the Junction of Neachells Lane will also help to reduce traffic congestion there.</p>	<p>Both options don't help the current problems with this section of the road.</p>	<p>Option A is far easier to understand and will be better to implement than Option B. Option B is far too 'busy' and will create too many issues for such a busy Junction.</p> <p>Keep it simple and widen certain areas of the road rather than completely changing it and causing more issues.</p>
<p>constant traffic delays and jams - traffic hardly moves at peak times,</p>	<p>the second option is probably the best in the long term</p>	<p>I believe it would be the best option in long term to help ease the flow of traffic at peak times,</p>
<p>Traffic is a nightmare!</p>	<p>Anything to widen the road will benefit the flow of traffic in and out of the city</p>	<p>Less impact</p>
<p>Always queue, regardless of time of day, when turning right into Neachells Lane travelling west along Willenhall Road</p>	<p>Option A would give little improvement. Option B looks complicated and over engineered as a solution</p>	<p>Would provide increased capacity but seems difficult to navigate as a driver</p>
<p>Yes it is slow at presents, get rid of bus lanes and put a hamburger island in will speed up flow</p>	<p>Option B. A rubbish idea</p>	<p>Would speed flow of traffic</p>
<p>Congestion at Horsley Fields, Neachells Lane</p>	<p>Fine but stopping constantly digging the HF to old heath road section would help - the rail bridge will always create a bottle neck</p>	<p>Have to divert traffic around and away</p>
<p>I travel along Willenhall Road everyday towards Wolverhampton City Centre, and my partner towards Willenhall. Neither of us encounter major delays and travel between the times of 7.00am and 8.3am and returning home between 4.00pm and 5.00pm.</p>	<p>Neachells Lane can get busy in the afternoon, however traffic is never that bad and the traffic lights control flow of traffic. Out of the two options the lane widening would be the best option. Islands can sometimes cause traffic delays if they are not controlled by traffic lights, and can be difficult to pull out on fast moving traffic , increasing the risk of accidents.</p>	<p>Widening the road would solve problems and is the cheaper of the two options. Islands sometimes cause delays if they are not controlled by traffic lights, and can be very difficult to pull out on to, this could cause more accidents.</p>
<p>DIRTY, FLY TIPPING, OLD DERELICT BUILDINGS, HOMELESS PEOPLE BEGGING OR CAMPING. DRUG AND ALCOHOL ABUSE. TRAFFIC LIGHTS INFREQUENT AT TIMES. CROSSING BUTTONS NOT WORKING.</p>		

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NEED CROSSINGS LIKE THE ONES WHICH COUNT DOWN IN NUMBERS. MORE SPEED CAMERAS.		
Significant bottle neck travelling along Willenhall Rd and crossing from/to Wednesfield and Bilston	Option B looks to have longer term benefits Option A looks cheaper but will not address all issues	Better solution and more likely to have longer term impact
The road cannot cope with the capacity. It also sees ambulances stuck in the line of traffic especially at peak times as it is standstill.	Either option would ease the capacity issues.	Whilst B may have a larger financial outlook etc it has longevity.
Traffic congestion can be very high	Option A is the better option, option B seems a lot more disruption. A lot more expense	
To many out of sequence traffic lights, you can go along at 4am (I do 4 times a week) and be stopped by every set of lights. Amazing when there is almost know one else on the road, so I dread to think what this causes during busy periods. Free flowing traffic with segregation might help	Not sure if this change to one junction will actually improve the flow of traffic which is going along the main road	Both options will cost more and option b a is already not a good use of council money, which should be used to improve the quality of the roads we have rather than building new ones not to be looked after
Traffic build up during peak times	Widening lane will help alleviate tailbacks	
Congestion has got worse over recent years!	Very interested in both options, either may work	A completely new road behind the petrol station would appear to be a better option, Option A does not go far enough in solving the problem long term.
Traffic is always a nightmare what ever time of the day	Plan b feels like the only option that is actually going to make any sort of difference	A long term plan to aid the traffic in the area. It has been needed for a long time
Traffic is always backed up, especially turning right from Willenhall onto Neachells lane and along Neachells lane. Access to Wolverhampton is lengthy due to volume of traffic. I frequently miss my daughter's swim lessons at Bentley bridge because of the volume of traffic.	Neachells junction needs more priority to move traffic onto Neachells, frequently blocked by hgv's. Neachells lane needs an extra lane god traffic turning right into Watery lane.	Traffic from Wolverhampton would dominate the island proposal- hgv's would not be fast enough to move around the island and would cause further instructions.
Traffic congestion		Less traffic at the lights hopefully
Traffic management is sufficient now don't see any problems myself	Waste of money	Neither

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<p>Congestion, junction with Mosley road/Willenhall road doesn't work effectively. When 2 lanes merge to 1 lane junction Deans Road/Stow Heath Lane/Willenhall Road too much traffic to do safely during peak times. Traffic ques back from Bilston road island down Willenhall road during peak times.</p>	<p>Hamburger island good idea, and widening the Willenhall road is a good idea if you keep it 2 lanes all the way along into Wolverhampton</p>	<p>Always busy at that junction in all directions, traffic would flow better with an island</p>
<p>Queues Too long at traffic lights. Congestion at peak times is horrendous</p>		<p>Free flowing traffic.</p>
<p>The traffic lights by Neachells Lane can take forever in heavy traffic which causes a backlog onto Neachells Lane. I've actually started down Neachells lane to go into Willenhall before and just turned round as I couldn't face the traffic. Similarly I will often choose to go elsewhere if it is near lunch time or rush hour as it takes too long at the lights between the petrol station/Neachells lane and going into Bilston.</p>	<p>Neachells Lane needs to chop off half the garage side and half the old pub side to create room for more lanes/island. Option A doesn't solve the issue of waiting forever to turn right to go up Neachells lane and would be a pretty pointless waste of money even if it is cheaper.</p>	<p>More efficient.</p>
<p>Traffic is always bad, people U turn at the lights</p>	<p>Could work in theory, option B looks like a complicated but better plan</p>	
<p>Yes there is a need for improvement, with the volume of traffic, cars, buses, lorries and bikes. The roads do not provide enough capacity for all of these vehicles.</p>	<p>Yes there is a need for improvement, however neither of the main options really address the main problems completely. If you are travelling from Wolverhampton towards Willenhall there are 3 main issues -</p> <ol style="list-style-type: none"> 1. Turning left onto Neachells Lane. The filter lane is far too late in the road causing congestion and issues for the houses there trying to get out onto the main road. 2. Turning onto the Petrol station. The turning is too close to the junction and people either brake sharply or swerve into the other lane. How there hasn't been more accidents there I do not know. 3. Parked cars for the houses. As this road is a main bus route parked cars prove problematic for buses 	<p>Option A is the most practical and least disruptive to both commuters, businesses and the people that live in the local area. It does not address all of the issues but it resolves the main problems.</p>

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	and the numerous lorries that use this road. There is very little off road parking facilities for these houses.	
Congestion	Well needed for future capacity	More capacity for the future
Neachells Lane junction with the Willenhall road is a nightmare!!	The double lane to turn into Neachells Lane is far better, those heavy trucks from the motorway is becoming worse.	The best option is to build the original idea of a road from portobello island to the steel park which will get rid of most of the heavy haulage in Neachells Lane.
		<p>We believe Option B is clearly the best , but this will increase the flow of traffic to a bottle neck in Neachells lane as it Transfers into single carriage road , attempting to enter Neachells lane off any side road is a big issue and culminates in many accidents .</p> <p>There is little point in spending lots of money in giving faster access into the roads if the exits are not clear enough to take the traffic load .</p> <p>Much development is being done on the factories and stores feeding into Neachells lane but nothing is being done to alleviate the traffic block</p> <p>at islands and traffic lights , our view is that what I believe was the original plan to take a route from Wednesfield Way to the Willenhall Road ,</p> <p>this would divert lorries away from Neachells lane and prove more effective .</p>
Turning off the Willenhall road onto Neachells Lane is very bad and has been for a long time.	Should be well received by local people	Future proofs the junction.
	I am unable to see the road names on the map and so do not understand the proposals	<p>I am unable to see the road names on the map and so do not understand the proposals</p> <p>I have had to select an option in order to complete the survey but I cannot choose a preference</p>
There is such a high volume of traffic from all directions at this junction due to the keyway link to the M6	I think both options have very good points but option B would be my preferred choice due to the high capacity for traffic flow	I think both options have very good points but option B would be my preferred choice due to the high capacity for traffic flow

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Bottle neck	Option 8 would be perfect with uninterrupted traffic flow via an underpass but improvements would then also be necessary further up towards the merry boys pub junction and possibly introduce a second lane eastbound from the pub junction where it merges to a single carriageway as improving the Neachells junction would move the traffic queuing further east.	Because there's no button for option 8.
It is the primary route from the motorway network to Wolverhampton, but is heavily congested.	Option A will provide very little benefit. Option B is a great solution.	Option B is future proofed and provides huge capacity increases.
	Option B	Long term planning ahead
Neachells Lane in particular is always heavily congested.	i would prefer a long term solution.	It is a long term solution and would reduce disruption to the area.
The junction is not fit for purpose The right turn in to Neachells Lane is not satisfactory and takes several changes of the traffic lights to cross the junction Neachells Lane is a heavily Industrialised area, with poor traffic connections	Option B is better than Option A but, still doesn't go far enough!	Greater longevity! It future proofs the junction and the Council will not have to be "tinkering" with it again in five years time! ...tinkering is a false economy and just leads to more tinkering in the future!
on rush hour you can que back to watery lane		I believe this to be the better option less cost and no need to take up land
- Traffic/congestion - High pollution levels - Gateway in/out of Wolverhampton	Ease of access is critical in an upgrade such as this as it is a main route in and out of Wolverhampton. At times it can take around 25/30 minutes to get from the Springfield area onto the Keyway, during off peak times, this is a 5 minute journey. The improvement of the A454 is needed.	Further details need to be released regarding both options. However, option B has been selected to improve the roads as well as the surroundings as it needs to become more attractive as well as easy to access.
Yes to ease congestion		Better traffic flow in the long term
	Necessary. But we do need somewhere to park.	Because although it looks like it's going to take longer to do this option, it does mean that it won't need to be 'upgraded' so soon as option a.

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Reduce the congestion and pollution. Provide for the additional growth.	Obviously B as A would be a waste of money.	Long term benefits.
Too much traffic turning right	We like option B	Long term benefits and looks like it could work.
There has been congestion in this area for years effecting both Neachells Lane and the Willenhall Road. This can tail back to the roundabout at Wednesfield at peak times		Option B will see better flow of traffic and reduce congestions at major junctions
Access to our business is hindered due to this junction.	Long term solution is required	The congestion is so bad it requires a solution which will be effective for years to come. Option 1 will be non effective by the time it is completed and will require further disruption and cost to once again eliminate the congestion.
Traffic all times.		I prefer plan B as it has a higher capacity for the future as motorways will have more traffic plus more traffic coming from the Walsall junction after work is finished.
Bigger problems to spend that kind of cash on!!!	Big waste of money! Reduce traffic by improving public transport instead of encouraging traffic. Our air quality is bad enough. Then concentrate on homelessness council houses disabled facilities school and nhs!	Cheapest of the options!
Its always backed up at the lights	Love the idea of option B.	It seems more streamlined and effective.
Constant congestion on the minor roads.	Widening the road will do nothing. It has problems in all directions. I assumed roundabout will be traffic light controlled	Prefer hamburger roundabout. Major road traffic still have priority but this gives equal priory to those turning from minor roads. Cars turning left from Bilston onto dual carriageway get stuck behind traffic behind lights. The merging road towards Wednesfield has individuals racing to get in front which causes congestion further back. Heading from Wednesfield creates huge congestion tripling my journey time home
	Something go to be down and option B would be best	More lanes are bester as its too busy
Daily queues backing up all down the Willenhall Road and surrounding areaa		Will be a greater relief to the traffic/congestion and will last longer.
Always a bottle neck at the junctions	It needs doing	Has Neachells Lane at the lights is always bad

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Horrendous junction from any direction - unable to cope with the volume of traffic and no real alternative routes	Although option A is a lower cost it will be a total waste of money as it will only slightly improve the congestion from one direction. It will make no difference to the traffic from Walsall waiting to turn right onto Neachells Lane towards Wednesfield. People already cut through Willenhall from the portobello island to avoid this junction and the narrow Willenhall roads can't cope with the traffic either.	Option B is more cost effective long term. Either option is going to cause heavy disruption, it needs to be worth the disruption and Option B is the only option that will make a significant improvement
Tailbacks along Neachells Lane, over the railway bridge and up to Watery Lane are a common occurrence.	Option B.	Option A is only a partial solution. I have seen hamburger islands work well elsewhere. and coupled with the new link road, this would be a two pronged solution that would have greater longevity than simply widening the junction.
Fed up of waiting ages for a bus then all turn up together		There is to much traffic on that road this might keep thing moving
To much traffic for the road size. Turning right into Neachells Lane takes far too long and causes tailbacks for traffic heading into Wolverhampton or turning right onto Moseley Road	Both are good options as long as they improve traffic flow	Current junction is ok. It just needs widening
Congestion, especially after a long day at work and keen to get home . Waiting at Neachells lights for up to 3 changes very frustrating	I feel option A will not be enough to ease the issues Moseley Road lights also need reviewing Option B is better but I feel the whole area up to Wolves from the jetway needs assessing	I feel A will be a stop gap, B goes further in reducing the congestion problems but more needs to be done
Traffic Congestion is a huge problem and during rush hours can easily add 20 minutes to my journey.	Widening the lane will only help with that particular section, essentially the bottle necks will just be moved further along the routes.	Although more expensive, this is the only option that truly provides a solution and doesn't simply move the bottlenecks upstream and downstream.
Bad congestion	Option A won't make much difference	Move the traffic much better
Due to the railway line there is only 3 options to get across the Willenhall Road from Bilston area towards Wednesfield. Both Deans Road and Neachells Lane are extremely congested at times and always worries me when I see emergency vehicles get blocked trying on both roads to get	Any improvement would be great. The option which takes the most volume of traffic would be better. However looking at the other proposals, I believe the options which create a new link road between Deans Road and Stowheath Lane junction to Planetary Road Industrial Estate/ Bentley Bridge is	This takes a bigger volume of traffic and makes traffic flow in one direction using as much space as possible. Also provides on street parking for residents whos homes are on Willenhall Road, I have seen so many near misses with the vehicles parked outside these homes and causes traffic. It also prevents having to do U turns on Willenhall Road for people who travel

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<p>towards New Cross Hospital. Noose Lane can also get busy and congested with the level crossing being down and Fibbersley Park School at the top with Watery Lane being difficult to get out of onto Neachells Lane.</p>	<p>far superior and the best option in removing the burden of traffic from Neachells Lane/ Willenhall Road junction and would create a better link between Bilston/Willenhall and Bentley Bridge/Wednesfield/New Cross Hospital/Planetary Road Industrial Estates. The land is mostly derelict and unused and would reduce traffic on both Deans Road and Neachells Lane and improve journey times for all 3 routes between Bilston and Wednesfield.</p>	<p>up Hill Road and wish to travel in the direction of Willenhall as it will be a roundabout.</p>
<p>At busy periods turning right onto Neachells Lane from Willenhall Road heading West can take 3 or even 4 changes of the lights to filter through due to slow HGVs pulling away.</p>	<p>Something needs to be done at the junction to improve the flow at heavy traffic periods.</p>	<p>Option A would be beneficial due to 2 right turn filter lanes from Willenhall Road heading West to Neachells Lane. Option B, depending on the number of traffic lights may take too much time to head South or West from Neachells Lane.</p>
<p>Traffic build up on moseley road is very bad and we can sit in traffic for a good 20 mins just to get to the neachells lights, traffic can also build up on other directions too. I work shifts 3 shifts a day so I'm in n out most of the day and i live just before the neachells lights off Moseley road and I have to sit in the traffic just to get to my street and it gets very frustrating and people try to travel past the sitting traffic to get to where they live and it's going to cause an accident</p>	<p>I think option b is the best as it will let traffic flow better causing less disruption to people</p>	<p>It will ease traffic build up in all directions</p>
<p>Traffic congestion</p>	<p>Option 2 all the way</p>	<p>It should ease congestion more than just widening the road. Lorries and cars queue up for ages to turn right into Neachells Lane from the Whall Rd. Bear in mind the traffic coming off the Black Country route.. Lazy or sneaky drivers take up the middle lane. With no intention of driving straight on. They want to beat the queue turning right. All this does is hold up the middle lane and infuriate the other drivers</p>
<p>Current volume of traffic, we need to improve the infrastructure to Wolverhampton</p>	<p>Option B appears to be the better option for long term efforts with growing numbers of road users and public transport along these routes being minimal</p>	<p>As above</p>

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<p>There is always a backlog of traffic and it adds an extra 20-30minutes on your day. Also I am about to become homeless and I would like to live closer to my parents in horseley fields. I currently live on Moseley road and I am unable to move closer as there are no properties and new properties mean a nicer area to live in .</p>	<p>I love the idea of new properties. I am homeless and have been on the council waiting list for over 5 1/2 years and all I want to do is live near my parents. I am disabled and the new disabled homes have been built by accord on portobello Island and the council will not consider me even though I'm terminally ill! I think new properties and a change will be good for everyone</p>	<p>I don't mind either I think they are both equally as good</p>
<p>The lights don't get long on a change, the entire road is a nightmare</p>	<p>Either will work,</p>	<p>Make it easier for large lorries to turn</p>
<p>Traffic from the East travelling to Neachells Lane is always congested. Also, commuters often choose drive through the forecourt of the petrol station to join the A454</p>	<p>Do whatever will make it better</p>	<p>Better traffic flow</p>
<p>Traffic during the rush hour isn't great. Widening the junction should make a big difference to traffic issues.</p>	<p>Option A seems more straightforward. Option B looks very complicated and prone to car accidents. I also believe that Neachells Lane needs a mini roundabout my Watery Lane. It would reduce traffic heading towards Wednesfield.</p>	
<p>Traffic congestion. Need to not just keep with the times but be in front of it</p>	<p>Option 2. If your going to make improvements do it properly</p>	<p>Greater scope to eliminate traffic congestion. Boost economy for the city</p>
<p>The current congestion around the Neachells Lane, willenhall Road and Moseley Road is unbearable, all named roads were not built for the amount of traffic that now uses them and is increasing having a knock on effect to all surrounding side roads</p>	<p>Not entirely sure how an island would improve the situation any more than the current traffic lights</p>	<p>slightly better I of the 2 options and only because a choice HAS TO BE MADE</p>
<p>Traffic issues on Neachalls lane.</p>		<p>Less invasive and tackles the main issue of traffic coming from the direction of New Cross</p>
<p>Heavy traffic.</p>	<p>Try a more simpler approach first. Make the left turnings a stop and give way line instead of traffic lights. It would help reduced congestion as cars will not have to wait when it's all clear i.e. the left from</p>	<p>As above .. Do not put an island here.. I work in Bilston and the island you have put on the black country new road and coseley road is terrible. Ive had many near misses. People do not know what lane to use as there are so many, there as been numerous</p>

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	Willenhall road up Neachells lane, the left from Moseley road onto Willenhall road, left from Willenhall road onto Moseley road and the left from Neachells lane onto the Willenhall road. Do not put an island here.. I work in Bilston and the island you have put on the black country new road and Coseley road is terrible. I've had many near misses. People do not know what lane to use as there are so many, there has been numerous accidents here and it needs to be controlled by traffic lights for safety. Putting an island on Neachells lane / Willenhall road will have the same affect.	accidents here and it needs to be controlled by traffic lights for safety. trying to pull out of Coseley road is unsafe during busy periods. Putting an island on Neachells lane / Willenhall road will have the same affect. It's just too busy for an island unless it's controlled by traffic lights. The cost difference between both options is huge. The benefit would not outweigh the cost.
I live just off the Willenhall road at the moment and lived just off Neachells Lane previously. No matter what time of day it is, be it rush hour or the school runs you are never at the traffic lights more than 5 minutes. To spend a huge amount of money to give you a couple of minutes extra time is just a waste of money.	They're a waste of money. I have used the Willenhall road and Neachells lane by car, bus and walking for over 15 years and although it can get busy it's nothing compared to other streets of Wolverhampton. For example the route from Bentley Bridge to Wolverhampton or the Cannock Road, those are the worst areas for traffic. The disruption it will cause making any changes is going to be for nothing other than saving a few minutes.	It's the lesser amount of money but I'd prefer that things stay as they are. If it isn't broke don't fix it as the old saying goes.
Traffic from pinfold Bridge and now Wednesfield bypass all tries to get down Neachells Lane onto the Willenhall road. Sometimes in the morning it's clear but most of the time it backs up for miles. On the way back home traffic on the route to Willenhall Road is at a standstill all the way to the Wednesfield bypass road	Widening the road I can't see it making any difference. Best option is a new bypass road. May cost more but traffic will flow better and people's stress levels will be lower	Chosen to give people more options to get to there destinations quickly by more route options
Too much traffic build up from all directions. Causing tailbacks within a sizeable radius of the main junction.	Both good ideas. Would need some drastic work so get it running smoothly.	As much as Neachells Lane is a big problem, the traffic is everywhere on the junction. I have chosen Option B as I feel this would be bigger improvement to what we already have.
Peak traffic always a standstill.i took to walking to work three miles as it was quicker than bus in peak time. I work in access 10 business est	Anything to improve traffic	Better air Quality

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Coming from Neachells lane down towards it results in too much traffic. The entire a454 needs extra lanes.		
Very congested especially during rush hour.	Option B for a more long term solution. However, 2 businesses would be affected WV13 3SU and WV13 2PG and opening up noose lane to 7.5 tonne vehicles and above would help alleviate the disruption.	Long term and likely to be more effective
<p>There is too much traffic, in particular HGVs and Buses on these roads. The roads cannot currently cope with this volume</p> <p>Further, the poor road marking and filtering of traffic signals means road users are confused as to what lanes to be in, also leading to bad drivers crossing lanes, blocking junctions with little regard for others.</p> <p>The petrol station at the bottom of Neachells Lane takes up far too much land, if reduced this would help to filter traffic towards . Often you cannot access the right hand lane to turn on to Willenhall Road towards Wolverhampton as traffic is backing up to far in the left turn lane.</p>	<p>Neachells Lane should be widened, there also should be double yellow lines implemented. Often during rush hour, large vehicles/trucks/low loaders etc are parked half on the road and half on the pavement which prevents the traffic flow, and backs up one way or the other considerably.</p> <p>The access to Neachells Lane from Wolverhampton along the Willenhall Road is inadequate. However there are now houses being built where ideally the road should have been extended instead.</p> <p>The landscaping/greenery noted on both options are a waste of time. Nothing grows or survives here due to the pollution and littering so it would be better off being scrapped completely.</p>	<p>Option A will come at a lesser cost and lesser impact while being constructed.</p> <p>however it does not address the issue of traffic into Neachells Lane outbound from Wolverhampton</p> <p>I cannot begin to imagine the carnage that would be caused during the construction of either of these options. It takes only one broken down vehicle to currently bring the whole are to a halt, from Stowheath Lane junction down to the roundabout at Bentley Bridge.</p>
The traffic is horrendous and there are always major delays because of long ques. Ambulances find it extremely hard to get through too.	I would say out of A and B then B is better as the effects will last longer. Although option 7 would sort out the problem altogether and also stop the problem at the next traffic lights with Willenhall Road and Stowheath Lane too.	Impacts more on all traffic and longer lasting.
Daily traffic congestion in both directions	Plan B is my preferred option	This looks a better idea to increase a flow in traffic
1) The level of congestion in part due to the number of traffic lights together with the volume of traffic at peak times needs to be reduced.	In essence any improvement would be my preferred option which would result in reduced waiting times at red traffic lights and lower levels of pollution	This would better achieve the objective above

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2) The empty properties and those in a poor state of repair - both residential and commercial along this route need to be upgraded or replaced.		
3) The volume of traffic restricts access from the side roads onto the Willenhall Road is problematic		
Traffic has always been a problem, I have used this route since 2012.		The right hand lane is the one with the majority of problems so this is more urgent
	Option B is better long term value for money	Option B is better long term value for money
whatever mode of transport I use Motor car/ Bus there are always hold ups on the Neachells Lane/ Willenhall road junction, whichever direction you are travelling	It's a step in the right direction to alleviate the bottle necks at this junction	it will have less impact on local residents
Always congested no matter what time of day you approach the area. Particularly bad during peak periods. I always try to avoid area whenever possible.	Anything aimed at improving the congestion there would be beneficial. My personal view is that Option B would be the better long term option.	A long term solution is needed in my opinion. This option, although more costly would prove the more suitable option to relieve the congestion long term, although the disruption would last longer to implement the more substantial changes.
Traffic light system is useless at peak times only allowing 4 maybe 5 vehicles to turn right from Willenhall road into Neachells lane	Option B would be a nightmare, both for motorists and pedestrians alike, not being able to turn right from Willenhall road onto Moseley road would be inconvenient for many commuters and also buses and school buses and also my turning to reach home too. Knocking yet more old buildings down and cutting into land where brand new housing has been built! Damaging what green land there is for the environment and the animals/wildlife living there	Less impact on the commuters and the environment, whilst retaining some green lane for the wildlife that's already been pushed aside for the new builds Yes a wider lane system is needed at that junction so is the Dean's rd /Stowheath lane/Willenhall rd junction where it narrows to one lane! Do away with the bus lane and it gets the traffic moving better, bus lanes are wasted space on route into/out of town along this route
I don't think the backlog of traffic is that great. I'm not sure what impact the proposed residential and commercial properties will have in the long term though.	People are sick and tired of constant road works so the length of time to complete should be a factor.	Less of a negative impact on the local community and drivers. No one wants a longer journey time, even if it is by a few additional minutes.
*Traffic congestion, especially at peak times, particularly on Neachells Lane and Moseley Road	Neither are ideal, but option A would be my preferred option	Less disruption, Quicker and Cheaper option.

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<p>*Vehicles turning left from Moseley Road onto Willenhall Road are often blocked by vehicles continuing straight ahead onto Neachells Lane</p> <p>*Vehicles will at peak times often use the right turn only lane on Neachells Lane, before illegally and dangerously cutting into traffic to go straight ahead on to Moseley Road.</p> <p>*Vehicles will often use the right hand lane on Neachells Lane to then cut across traffic into the petrol station as a short cut onto Willenhall Road</p>		
Queuing traffic on Neachells lane. Long traffic waits	Both are sensible. Option b is slightly more sensitive due to the nature of new housing being built and also taking additional brownfield land which could be developed. But understand that the offset would be a better travel experience and connectivity to m6	Long term benefits
Too much congestion all of the time.	Good, will relieve traffic congestion	To help ease traffic congestion in the area for all.
We live in Marshall Road, which joins Moseley road. The queue of traffic all along the Moseley road make it very difficult to approach our house, even leaving the street is difficult with the traffic.	I think they will help to keep the traffic moving instead of cars at a standstill.	It looks like it will help more than the other option.
Ease congestion and make life better got local people as well as travellers on the roads.	Will wait to see how long either takes. Seems a lot of money for what is to be done- hope it will be fully funded by outside contributors.	Because it's the best option.
Congestion, and solve a percentage of air pollution		Cheaper in the long run
Traffic and Congestion		Costs more but is effective.
Traffic build up turning into Neachells	2nd option- overly complicated, turning into Moseley road is problematic.	Extra issues around will not be solved- Neachells lane etc.
Static traffic in both directions, queuing to turn at Neachells lane.		longer term benefit, better flow.
	Option 1 is okay, option 2 is a massive impact to my property.	less impact to my property.

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This is a busy road which just keeps getting busier and is often congested at peak times. This junction needs more capacity and safety features.	Plan B is better for the longer term.	Short term fixes will only make things worse in the long term. The more complex scheme is a better investment for the future.
Because flow of traffic is impeded at the Neachells crossroads giving rise to long delays.	Possibly that the bigger option is the one that has the most longevity. Given the other work planned for the A454 then something of this scale will fit.	There is going to be major disruption on A454 for an extended period of time so why not make the road fit for purpose for the long term not piecemeal.
Congestion	Option B looks good	It looks like it will flow better.
Because the traffic is horrendous most of the day and the Mosely Road Junction is particularly bad. If you intend to carry on building houses around this corridor then you need to support that expansion with services, and transport is one of them.	Needs to be done, but probably take 20 years of talking about it and scratching around for funds while the Combined Authority and so called West Midlands Mayor continue to invest in Birmingham and the South of the Region. If it ever gets done it will probably be the cheapest option not the correct option.	Because just widening approach roads does not solve the problem of time delay attributable to multi traffic controlled junctions.
Traffic flow at the bottom of Old Heath Rd is horrendous at peak times, also causing standing traffic outside my address on old heath rd.	Option A wont make any difference at all.	Much better traffic flow along Willenhall rd,
Neachells Lane is a major headache and with the high volume of H G V s turning right into Neachells lane the tailbacks can be horrendous and easily adds 10 minutes to every journey and all the pollution from idling engines waiting for lights to change must be terrible for local residents. Also the development of land further towards the city should enhance the area and not as current reflect a no mans land.	Anything to improve this major bottleneck that increases traffic flow and reduces pollution from stationary vehicles.	
Traffic flow is too slow, and increasing, leading to considerable air pollution in the area. City traffic flow is too slow, which also leads to drivers speeding between congestion points, to pass slower vehicles and “ get there first” which increases danger to traffic as well as pedestrians.	Preference to option B , as it gives greater longer term solutions.	Given a choice of only two options I’ve chosen the one that I think will give longer tern benefits and better traffic flow.

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<p>This road is horrendous all day no matter what time you travelling, Personally its the top end of the Willenhall road where there is more congestion where it goes into 1 lane just before the railway bridge, special when there is a match on this cause delay in traffic coming into Wolverhampton town centre</p>	<p>No matter what you do this road it will always have congestion, specially when cars are parked just before portobello island by the houses</p>	<p>I think it will be better in the long run</p>
<p>Traffic can be bad and delays if need to turn right onto Neachells</p>	<p>Neither are ideal but it is a hard situation to solve with existing buildings</p>	<p>Because it looks to address issues on both sides of carriageway</p>
<p>Cyclist here... No safe provision for cyclists beyond Neachells Lane towards Walsall or along Neachells Lane or Moseley Rd. Vehicles regularly (almost every phase) jump red lights with no deterrent.</p>	<p>A - From what can be seen, no improvement for cyclists...segregated footpath/cycleway for a short distance ends abruptly with cyclists having to insert themselves back into the flow of vehicles. No provision north/south. B - looks like a complete nightmare for a cyclist to go from Neachells Lane to Moseley Rd. Cyclist will have to cross two lanes of faster vehicles making this a totally unsafe route. Both options look like a waste of money, discouraging and making active travel more dangerous, causing disruption for months and as admitted of little long term benefit.</p>	<p>Least poor of the two options.</p>
<p>From Noose Lane to Dean's road including the Neachells lane etc can be bedlam at times. One of the main reasons is the timing of the lights they are rubbish. Also the lanes on Neachells lane narrow too quick heading to and from the bridge which creates gridlock towards watery lane.</p>	<p>Both options are good, as I use Watery Lane regular entering and exiting onto Neachells. Traffic both sides reach further than Watery lane and it can be chaos to turn left and right. The option where it appears like a strange roundabout looks confusing.</p>	<p>Option a is good but not good enough those lanes need extending further up Neachells lane. Option B if altered slightly may work because the current entrance to the garage is very hard to navigate on the exit to go right towards Wolverhampton.</p>
<p>Years of growth has left a grid-locked road with very little other choices available.</p>	<p>Completely don't see the point of option B, so while i think A is good, i dont believe it goes far enough, need to increase the flow of traffic all the way through to the other roundabout by the gem center.</p>	<p>See above/</p>

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At peak times the traffic is worse than other routes. Especially where two loaves need to feed into one.		More advantages long term, whereas A would actually solve the issues long term.
Traffic bottlenecks at this junction	Option A does nothing to ease congestion towards Wolverhampton. Option B provides extra capacity for all routes	This option benefits the corridor in reducing congestion and improves safety with using the petrol station and junction
Traffic jams are terrible!	I prefer option b. There will be greater benefits which are longer lasting. Option a seems pointless to me. There is not much traffic turns left from Neachells Lane in to Willenhall road relative to other routes so it's not really tackling the congestion there.	Greater and longer lasting benefits for more road users. Option a will only improve things for a small proportion of road users.
The amount of traffic is too much , especially Moseley Road being a rabbit run , often backed up along way down , it not helped by the amount of roadworks that often crop up along Neachells lane ... Better use of the black country route and by pass would help alleviate traffic going down roads with lots of housing and schools etc .. speeding is an issue on Moseley road and the cutting of the chevrons to gain a few places... Roads are fast and dangerous .	Both are going to make the traffic even worse for the time it's being done, as mentioned reducing the amount of traffic via the black country route would help	Less interruption for local homes and businesses which already struggle
During the week there are continuous bottle necks around peak times. There needs to be an improvement to prevent delays and improve the living for residents.	I think both proposals could work proposal a is more of a convenient fix for residents and commuters. Whereas proposal b provides a long term fix which will impact on resident and may be inconvenient to commuters.	Note beneficial for commuting and for residents
very busy	ok	
Traffic	needed	less time and money
Traffic to busy on Neachells lane	Option B better	More choice

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Lots of congestion, especially at peak times.	I think there should be a higher emphasis on cycle lanes in both proposals.	As it has more longevity, if your going to do something do it right first time!
We live some distance down Moseley road from the Neachells junction and traffic is regularly backed up to the point where we live. Moseley road is residential and is becoming a heavy traffic through road, anything that lightens this traffic use would be beneficial.	Option B is the only one which will benefit Moseley road.	See comments above
Highly congested and need for development to update and modernise. Stood back in time. Need to regenerate; currently waste of land and opportunities.	Anything is better than the current situation. Plan B appears to be future proof whereas Plan A we might need to return to the drawing board a few years down the line.	As above.
Speaking as a resident of Wolverhampton, all the roads on the A454 through Wolverhampton, Willenhall Road, Horseley Fields, Lower Horseley Fields and Middle Cross suffer from congestion Monday to Friday 7am to 7pm. Neachells Lane also suffers in the same way. As it is also heavy a rat run congestion from Willenhall Road along Neachells Lane goes as far as the A4124 Wednesfield Way.	Option A possibly does not resolve the congestion issues identified at the junction but only resolves the congestion on one approach on Willenhall Road. The other Willenhall Road approach, Neachells Lane approach and Moseley Road approach is likely to suffer from congestion. Option B intends to tackle any potential congestion and traffic issues on all approaches to the junction.	Option B is intending to increase capacity around the junction for those wishing to enter or leave Wolverhampton. This junction layout may also be likely to tackle any potential congestion and traffic issues at this location.
Traffic build up at peak times		Filters traffic around the busy junction
Too many bottle necks. Major route into Wolverhampton opportunity here to improve the road network and add much needed quality housing	Overall agree but need to go further with what's planned. Especially towards the Wolverhampton side	Will be more expensive in the short term but will pay dividends in the long term. Route A would he cheaper and quicker but would have to be revamped again 5 to 10 years down the line where as option B would last 50 years.
Always congested back up all down the road towards the island can take 10-15 mins to drove through	Needs something to help the road being so busy	Goes around petrol station for cars who turn off to get them through quicker
There is currently road works along the route once they are finished then re-evaluate. Let the works finish and see what congestion there is first. If still bad constantly (not just rush hour) then maybe open up the bus lanes more for general road users.	Neither are the best idea however option A is the better of the two.	Lease amount of disruption to locals.

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High traffic volume constantly	Option B seems more long term and beneficial	To help Neachells lane more constructively
The amount of industrial units along Neachells Lane and surrounding areas has been allowed to develop without any thought for the transport infrastructure to support it. Now the junction of Neachells Lane and the A454 needs redevelopment and will now cause permanent problems for local resident,	Either one will cause disruption during construction, Option A will in my opinion cause less permanent disruption to residents.	Option A will take less land and cause less disruption for local residents and possibly cost less than option B
SLOW LIGHT CHANGE IS THE MAJOR PROBLEM WITH THIS JUNCTION	DON'T THINK EITHER ARE GREAT IMPROVEMENTS.	OPTION B SEEMS LIKE A VAST OVER REACTION TO A SLOW LIGHT CHANGE JUNCTION . OPTION A IS LESS COMPLICATED AND SO WOULD WORK BETTER
Improvement not needed traffic from Walsall going up the willenhall rd but not going to Wolverhampton can use other side roads to get destination. If the train from Wolverhampton to Walsall and it's proposed new stations for example willenhall were ready the would help the public make the right choice and use public transport as this will be better for the environment and quicker to get to their destination. I understand that people want to use M6 J10 to and from Wolverhampton but if you also saw the delays getting on/off J10 at rush hour traffic this would only aggravate the situation at Walsall. Can't the two councils get together (Walsall and Wolverhampton) to propose a longer term plan? Alternatively divert all M6 traffic towards M54 and have another junction for M6 there where there is a less dense population affecting people's health on and around the willenhall rd area. No	Please see answer to question 6	Least impact to my health and that of my children
It works perfect as it is yes at some places along the route a little traffic occurs however with the amount of traffic lights along the route it breaks it up nicely as for housing I see plenty of abandoned buildings	Pointless and a waste of resources fix the other seriously bad areas of Wolverhampton with broken homes everywhere and travellers everywhere	Less work less cost and looks more suitable for that specific area and less land taken

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try fixing those first and on top of that you've just put a waste site near the city centre the smell travels downwind to the nearby community that's the only improvements that need making.		
Congestion	Plan b better option for long term benefits	As above
Congestion	Needs to be safe crossings near Noose Lane	Better long term solution to the congestion
Traffic turning right towards Neachells Lane from the motorway side of the junction takes forever. Consequently traffic including trucks find other ways. The previous work to extend the right hand turn lane was simply absurd	<p>Something needs to change for trucks to access the industrial infrastructure in Neachells Lane</p> <p>You do not appear to have considered diversion earlier ie as far back as Tesco's Willenhall. It is what some satnavs recommend</p> <p>Realistically though the benefits will be lost. In common with other routes this one has had massive delays caused by rogue repair contractors closing lanes for weeks and months promising 24 hour working which they do not provide. Without a strategy to curb this the situation will continue. £16m will be spent and then the road will be blocked as a result of the cheapest repair contractors being chosen</p>	Option a is just a further iteration of a bigger space to park in while waiting to turn
<p>Unnecessary traffic jams due to poor traffic signals. No need for traffic lights on left hand filters.</p> <p>To many exits on M6 Junction 10 island. It needs a fly over.</p>	Option B is better but there is no need for traffic lights on left hand filters.	More capability long term
Traffic is a nightmare	Option A is a waste of time. You done this a few years ago and its still not any better. Option B keeps traffic moving and would cost more but will be a better option	Keeps traffic moving. Free's congestion. Reduces emissions,
The reduced capacity due to bus lanes and the sequence of lights at the Neachells Lane junction	Option A doesn't appear to create any great improvement.	Previously stated in No. 7

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<p>makes the journey from Wolverhampton to Willenhall tedious and slow.</p>	<p>Option B, while more expensive is the better of the two as it should hopefully reduce congestion at the junction. However, further problems will be created higher up Neachells Lane where the road narrows.</p>	
<p>The tailbacks on the road when people want to turn right at the lights on the way into Wolves can be a problem</p>	<p>Both viable options</p>	
<p>The main congestion on the Willenhall Road is at the Deans Road junction east bound, where the bus lane causes vehicles to mainly only use 1 lane east bound. The Willenhall Road needs widening to 3 lanes east bound before and after the junction. And the Willenhall Road traffic lights at the Neachells Lane junction should be timed, so that they are on green as the traffic approaches east bound.</p>	<p>It ignores the Deans Road problem.</p>	<p>Option B adds more delays on the main road out of Wolverhampton.</p>
<p>I believe the road flows well enough as it is..... yes there are hold ups at times such as rush hour, however the main traffic flow is not impeded for too long.</p>	<p>I believe if either option was to be selected, Option A would be best. This will have less impact on the local community and will be completed in less time. I also believe it will be less confusing for people to navigate than Option B which, even from the diagram, look totally bewildering. I;d feel sorry for people visiting the area and having to navigate that awful situation.</p>	<p>As stated above - less time to complete, less impact on the environment, not as confusing as the layout of option B and 10 million pounds less than option b</p>
<p>Traffic jams are an almost daily occurrence, noise in our residential property from traffic is high and it is all getting worse with things like Wolves improving their status as a team (something I welcome but I also see the jams on match days down the A454)</p> <p>With an hopeful increase night time provision in the town (Westside Development) then the traffic flow down the road will only increase and it's too much as it is.</p>	<p>Option A seems strange. Traffic going into the City will eventually have to come out so why is Eastbound traffic being ignored.</p>	<p>While B is more expensive it deals with traffic flow both ways and provides a more long term solution. Saving money now will just mean it has to be spent later and cause more expense and inconvenience.</p>

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