

M6toll

FACT SHEET

The M6 Toll

The M6 Toll is Britain's first privately funded tolled motorway, stretching for 27 miles from near Cannock, Staffordshire to Coleshill, Warwickshire.

- As a strategic bypass route, the M6 Toll offers drivers the opportunity to avoid a section of the heavily congested existing M6, delivering significant time savings at peak times.
 - The original M6 currently carries more than double the level of traffic it was originally built to support.
 - The M6Toll is part of the national network and was built by Midland Expressway who will operate and manage it until 2054 when it will be handed back to the Government.
 - National network current motorway speed limits do apply and are enforced by the CMPG Central Motorway Police Group.
 - Comparing the journey times on M6 Toll after opening and on the M6 before the M6 Toll opened, time savings of around 30 minutes are shown in peak hours of a midweek day. On Fridays, some journeys are now up to 70 minutes faster on the M6 Toll than on the M6 before December 2003.
 - Travellers who continue to use the M6 have also benefited from the M6 Toll, since the transfer of traffic has reduced weekday traffic volumes on the alternative section of the M6 by up to 10 per cent.²
- MEL invested £900 million in the design and building of the M6 Toll Motorway, which opened to traffic in December 2003, on budget and six weeks ahead of schedule. Since then, more than 68 million vehicles have travelled on this world-class motorway.

Delivering customer value

Success of the M6 Toll is based entirely on its ability to attract custom, which it does by offering a journey that represents a premium reliable service for road users.

- Under the 1992 Concession Agreement, MEL has the discretion to set the tolls paid by drivers on the motorway.
- In return, drivers expect a reliable, stress free journey on a free flowing road.
- The tolls are the mechanism through which MEL receives a return for its initial £900 million investment and the significant continued investment needed to maintain this world class motorway.
- Toll rates continue to represent value for the quality of service and significant time savings against the alternative stretch of the M6.

Enhancing service and safety

Superior customer service will be achieved by making our customers' journey easier and safer:

- By opening an electronic Tag account, frequent users can benefit from a 5% discount and pass through a toll station without stopping - making for a more efficient journey. Tag accounts can also be managed online.

¹ House of Commons Transport Select Committee – Seventh Report; 2005

² Ibid

⁵ MEL incident Management Logs and Highways Agency statistics

- Dedicated Tag and Credit Card /Debit Card lanes are now present at our busiest toll.
- Minor toll stations on exit slip roads enjoy a discount to the mainline rates and these stations are progressively being switched to automatic methods of payment.
- To cater to the needs of roads users, the M6 Toll has a Roadchef Motorway Service Area at Norton Canes.
- The M6 Toll holds an excellent safety record at about half the national average for accidents for UK motorways.⁵ Since opening significant investment has been made to continue enhancing our safety record.
- The company has incident support units mobilised at all times to assist customer in the event of a breakdown and will liaise with the breakdown services to get you on your way.

Investing in the regional road network

The M6 Toll is actively working with the Government on regional upgrades to the motorway network. Improving the local road network in the interests of road users is considered not only to be a key priority of the M6 Toll but an ongoing obligation to the local community.

- In 2006, the M6 Toll entered an agreement with the UK government to invest over £100 million into the West Midlands road network. As a result, the M6 Toll is implementing plans to improve the link with the M42 and awarded a contract to Costain to add an extra lane on the southbound M42 where it diverges from M6 Toll. This is expected to be completed by June 2008.
- The M6 Toll is also in discussions with the Highways Agency to further enhance the regional network with a plan to build a much needed link to the M54.
- We also have plans to improve signage not only on the M6 Toll but also on roads surrounding and leading to the toll motorway.

Community and environment

The M6 Toll continues to have a substantially positive impact on the local economy and is committed to responsibly investing in the community in which it operates.

- An InStaffs report found that the M6 Toll has positively impacted the surrounding region with increased investment in logistics spurring the creation of thousands of jobs, and supporting above average Land/Commercial property price growth.
- On the M6 Toll's annual *Drive for Charity* an entire day's takings are donated to three local charities. To date, more than £422,000 has been raised for worthy causes including the Air Ambulance, NSPCC, Staffordshire and Warwickshire Wildlife Trusts and Marie Curie Cancer Care.
- A further three year commitment has been made to three charities , Royal National Institute for the Blind, Leonard Cheshire Disability and the M6 Toll Hospice Partnership.
- MEL believes in sustainable development of its business. During construction of the motorway more than 1 million trees and shrubs were planted, environmental ponds were built, rare heathland was translocated and ancient hedges were moved. Noise mounds and noise fencing were used in combination with quiet road surfacing to minimise the environmental impact of the new road.
- MEL also sponsored the Green Arc Partnership, which was formed to work on enhancing the rural/urban fringe affected by the building of the M6 Toll.
- In 2005 MEL won the Dark Skies Award for the environmental lighting and in 2004 was named Best Business in the Tamworth and Lichfield Business Awards.

Investment and Finance

The privately financed £900m investment in the M6 Toll, is made up of both equity and investment grade debt in a structure to suit both the size of the investment and the long-term nature of the concession, which runs until 2054.

Being entirely privately funded no taxpayers monies are at risk.