

### 1. Purpose of Document

This document sets out the current status for the A46 Link Road Programme. It includes the key data, progress and issues for each phase of the programme.

### 2. Background

Coventry City Council, Warwickshire County Council and Warwick District Council are working together, and engaging key stakeholder Solihull Metropolitan Borough Council, to develop proposals for a new A46 Link Road between the A46 Stoneleigh Junction, towards the University of Warwick and onwards to the major employment hub at UK Central and the HS2 Interchange.

A plan is attached at Appendix A which shows the development context in the sub-region, and specifically housing and employment development in the south Coventry area. Within the Local Plan period (2011-2029) currently 4435 houses and 94.3ha of employment land including at University of Warwick, Stoneleigh Park, Whitley and Gateway South are proposed in this area. It has also been recently announced that the National Battery Development Facility will be located in this part of the sub-region.

In the vicinity of the A46 Stoneleigh Junction Improvement scheme, shown on the plan attached at Appendix B, HS2 crosses the A46 approximately 800m south of the existing junction and a major compound for HS2 activity will sit at the intersection between HS2 and A46. Current proposals for the movement of HS2 construction traffic in the area is from A46 Thickthorn Roundabout to the south of the A46 Stoneleigh Junction, along B4115 Ashow Road to the compound and by a new slip road, which is yet to be constructed, southbound onto the A46.

Through the Assurances agreed with HS2 through the Hybrid Bill process in relation to co-ordination of works around the Stoneleigh Junction, there is a commitment that HS2 will use the improved Stoneleigh Junction for construction traffic following its completion. This would have the benefit of reducing construction traffic on Ashow Road.

Co-ordination is taking place between WCC/CCC and HS2, Stoneleigh Park and other local developers. Stoneleigh Park's proposed relocation of the Rugby Farmers Market to the field adjacent to the Stoneleigh junction is expected to take place during the construction of the junction improvements and is part of the overall alterations to the main Stoneleigh Park, resulting from the impact of HS2. The adjacent housing site at Kings Hill expects to construct 1800 houses during this local plan period, with 4000 houses to be constructed overall on that site alone.

The proposed A46 Stoneleigh Junction improvement and A46 Link Road fit with overall aspirations to ensure that the sub-region and its economy continues to benefit from a high quality transport network which supports access to jobs, training, improved business to business connectivity and sustainable housing and employment growth. This proposal has support in principle from a number of stakeholders including the Coventry and Warwickshire

## A46 LINK ROAD – Progress and Key Issues

February 2018

Local Enterprise Partnership, Highways England, the University of Warwick, Stoneleigh Park and the West Midlands Combined Authority.

### 3. A46 Link Road Vision

To support planned sub-regional housing and employment growth within Warwick District, Coventry City, Solihull Borough and the wider A46 corridor, and ensure that local residents and businesses within Coventry, Warwickshire and Solihull are able to take advantage of the economic opportunities afforded by the delivery of the HS2 interchange and the UK Central proposals.

### 4. Outcomes

- To mitigate and support the housing and employment proposals contained within the Local Plans for Warwick District, Coventry City and Solihull Borough
- To support the growth aspirations of the University of Warwick, Stoneleigh Park and other key existing and proposed employment sites within the immediate area and wider A46 corridor
- To ensure the Coventry, Solihull and Warwickshire area is well connected to the economic opportunities which will arise as a result of the opening of HS2 in 2026 and the UK Central proposals
- To help reduce congestion in the A45 corridor which will allow further housing growth to come forward in North West, West and South West Coventry and parts of Warwick District
- To provide additional resilience to the Strategic Road Network (specifically the M6, M40 and M42) through the delivery of a new high quality east-west highway link
- To complement the emerging proposal by Highways England for the A46 between the M6 and M40 to become an Expressway

### 5. Outputs

#### Phase 1: A46 Stoneleigh Junction Improvement.

The A46 Stoneleigh Junction project is the major upgrade of the A46/C32 Stoneleigh Road junction to form a gyratory layout with two bridge roundabout. This will involve installing a new bridge east of the existing junction and realigning all the approaches to the junction comprising four Highways England slip roads, Stoneleigh Road and Dalehouse Lane. The scheme will also include a new bridge over Finham Brook and tie in to Stoneleigh Road near to Brook Farm. These revised arrangements will help address existing congestion and safety issues at the junction whilst also improving access to the University of Warwick and Stoneleigh Park. The scheme should also bring benefits to local communities during the construction of HS2.

#### Phase 2: A46 Stoneleigh to the University of Warwick and Kirby Corner.

Phase 2 would see a step-change in accessibility to the University of Warwick and the surrounding business parks and other employment areas through the provision of a new road linking the A46 at Stoneleigh with Westwood Heath via the A429 Kenilworth Road. This infrastructure will support the University of Warwick's emerging revised masterplan along with wider housing and employment proposals for the area. It will also help reduce the inappropriate use of minor roads such as Crackley Lane for traffic wishing to access the University and its surrounding area.

### **Phase 3: University of Warwick to UK Central/HS2 interchange.**

Phase 3 would fall in Solihull Metropolitan Borough Council's area, and is for the provision of a new road from the central roundabout in Phase 2 of the scheme towards either the A45 or A452. The aim of Phase 3 would be to enhance connectivity between the Coventry and Warwickshire sub-region and the economic opportunities afforded by UK Central. It would necessarily be dependent on successful delivery of Phases 1 and 2 of the scheme.

### **6. Position Statement for Phase 1**

The Phase 1 (A46 Stoneleigh Junction) project includes parallel work streams in planning, design, procurement, approvals, funding, and communications and programme, which continue to pose a major risk to achieving the proposed scheme completion date.

The key constraint for this project is for construction to be complete in advance of the predicted HS2 construction peak in 2020/21.

The scheme layout and high level programme are contained in Appendix C.

#### **Planning**

- application to be heard by WCC Regulatory Committee in March 2018
- key issues:
  - timescales and progress with Highways England for technical approval,
  - requirement for extensive ecological/environmental mitigation before, during and after construction
- mitigation:
  - workshop and programme for HE interface completed, shared timescales programmed into high level programme
  - engagement with Ecology/ Environment specialists, in preparation of landscape plans and bio-diversity impacts

#### **Design/ Procurement**

- detailed highways and structural design to be completed April-June 2018
- early contractor involvement with Balfour Beatty (BB) through Scape Framework, which allows compliant procurement without competitive tender, financial due diligence completed through independent assessment of financial submissions, feasibility estimate completed October 2017, revised feasibility estimate due March 2018, final tender price due July 2018
- land assembly to be completed August 2018, following permission by WCC Full Council in June 2018 to acquire land

- key issues:
  - Highways England technical approval timescales as set out above
  - feasibility estimate reported by BB higher than anticipated budget, as a result of changes to scope to include pedestrian and cycle facilities and environmental mitigation, inflation, trunk road traffic management
  - land values higher than anticipated budget as a result of adoption of the local plan
- Mitigation:
  - Due diligence review of BB estimate supported the proposed value, and procurement methodology
  - Programme Board agreed to proceed with the scheme as planned
  - ECI work with BB to identify opportunities for savings
  - Negotiations with landowners to be taken to Options Agreements
  - Additional funding to be sought to complete funding package

**Funding/ Approvals**

Project value as currently reported to DfT: £23.1m

Revised project value as a result of current contractor/ land estimates: £32m

Available budget:

Source	Value	
DfT Growth Deal #1	£19.6m	£1.54m funding available from total for scheme development, full allocation to be confirmed following submission of Full Business Case
WMCA Devo Deal	£3.5m	Full allocation to be confirmed following submission of Full Business Case

Potential sources for additional funding:

Highways England Housing and Growth Designated Fund	£3.5m	Application made September 2017, funding not confirmed, additional information requested
Highways England Cycling, Safety and Integration Designated Funding	£1m	Application being prepared
WMCA Devo Deal	£2.5m	Application for additional funding being prepared
WCC CIF	Up to £10m	WCC decision has been taken to apply for internal capital funding of up to £10m, in order to complete the budget and allow for a start on site. This funding will be reduced

		following receipt of alternative funding sources. Application being prepared
HS2 Ltd	£1m	Request made to HS2, further justification required in order to demonstrate savings to HS2

- Key issues:
  - DfT Full Business Case requires demonstration of full funding package, final contractor tender costs, land assembly and approvals to let contract
  - DfT/WMCA FBC submission are programmed for April 2018, with decision to be taken June/July 2018
  - Alternative funding sources have not yet been confirmed, and are programmed for June 2018
  - Final contractor costs are programmed for July 2018
  - Land assembly and approvals are programmed for June 2018
  - Available funding for project development from DfT will be spent by March 2018
- Mitigation:
  - Investigate potential for DfT/WMCA FBC to be submitted without full information regarding funding sources, final tender costs, land assembly and approvals, expecting that this would result in conditional approval from DfT/WMCA
  - Request additional funding draw down from DfT to fund continued project development until release of additional funding

### **Communications/ Local Interface**

- Public engagement completed in July 2017
- Regular engagement completed with HS2/ HE/ Stoneleigh Park/ affected landowners/ local residents/ interest groups and local elected members/ parish councils

### **Programme**

- Planning approval: March 2018
- Submission of DfT/WMCA April 2018
- Completion of detailed design: June 2018
- WCC funding allocation/ Approvals June 2018
- Approval of DfT/WMCA funding July 2018
- Appointment of contractor July 2018
- Completion of Highways England TA August 2018
- Approval of additional sources of funding August 2018
- Start on site September 2018
- Completion of works March 2020

Requests for feedback and guidance from DfT

1. Can the Full Business Case submission use an updated feasibility estimate and an indicative funding package and include timescales for completion of final tender cost,

- funding package, land acquisitions and approvals?
2. Could the Full Business Case response include conditional approval subject to full funding package, land acquisition and approval to let tender?
  3. Can additional funding drawdown of £918,680 be made available to support the continued development of the project to the end of Q1 18/19?

## **7. Position Statement for Phase 2**

Phase 2 is at an earlier stage of development than Phase 1, with no firm date for its implementation. The current aspiration is to see Phase 2 delivered around 2022/23. This will be dependent on funding, land acquisition and other statutory processes. Coventry City Council and Warwickshire County Council were awarded £1.25M of funding as part of the DfT Large Local Major Scheme process to develop the business case for Phase 2 of the A46 Link Road.

Appendix D contains an indicative alignment for Phase 2, including markers identifying on-line highway capacity improvements and a high level programme for the development of Phases 1, 2 and 3.

A technical report has been prepared to consider route options for Phases 2 and 3, taking into account constraints on alignment, local landscape, ecology and utilities, and traffic modelling. The report recommends promotion of a Phase 2 option connecting the A46 Stoneleigh Junction to a central junction near to Hurst Farm and providing a connection to University of Warwick and Westwood Heath Road which would relieve pressure on the roads from A46 to the University and should support the realisation of significant local development opportunities for housing and employment. These works would also include a number of local highway improvements to facilitate the movement of additional traffic in the area. This anticipates a likely gap in construction between Phase 2 and Phase 3, and reduces the impact of A46 Link Road traffic within Coventry during this interim period. An investigation of capacity improvements on or off line between Cromwell Lane and the A45 at Eastern Green will also be considered as a mechanism for additional support to the traffic routing within Coventry.

The Appraisal Specification Report and Options Assessment Report documents for Phase 2 have been issued to DfT. Initial feedback provided by DfT is currently being addressed.

An Issues and Options consultation will be undertaken with stakeholders and the public during Spring 2018, which will set to understand the key issues for local and sub-regional travel in the South Coventry area. The consultation will seek to offer the option of the A46 Link Road Phase 2 whilst also raising the possibility of a more strategic link with UK Central and the HS2 Interchange. This consultation will be followed by Route Option consultation to take place in summer 2018.

The Outline Business Case for Phase 2 will be developed in parallel with further technical work and the public facing consultation. The currently reported programme for submission of the OBC is June 2018, however it is now requested that this submission is delayed until autumn 2018 to permit the completion of the consultation exercises detailed above.

Stakeholder engagement has been completed with the landowners affected by the Phase 2 route (including University of Warwick), and with HS2 Ltd.

Requests for feedback and guidance from DfT

1. Could the Phase 2 OBC submission be re-programmed to late 2018?

#### **8. Position Statement for Phase 3**

Phase 3 is at an early stage of development, with no firm date for implementation. The aspiration is for the completion of Phase 3 to tie in with the opening of HS2 Phase 1 in 2026. This will be dependent on funding, land acquisition, planning and other statutory processes.

Appendix D contains the plan showing indicative alignments for Phase 3 options. This shows Blue, Brown, Orange, Purple and Black routes, some of which include concurrent sections. The preferred routes for further development are as follows:

The Blue Option is for a tunnel under Cromwell Lane, a bridge over the Rugby to Birmingham railway, and a junction with the A45 to the east of Meriden. This route is in part concurrent with the Brown route.

The Purple Option is for a tunnelled crossing of HS2 at Hurst Farm, and of Red Lane, a connection into the Balsall Common bypass leading to the A452.

The Black Option is for a Phase 3 Balsall Common bypass with no direct link to Phase 2.

The options have been narrowed down over time as a result of the route constraints including impact on the HS2 trace.

The Appraisal Specification Report and Options Assessment Report for Phases 2 & 3 have been submitted to DfT. Initial feedback provided by DfT is currently being addressed.

An Outline Business Case will be prepared following the submission of the Phase 2 OBC.

**CONFIDENTIAL**

**A46 LINK ROAD – Progress and Key Issues**

**February 2018**

**Appendix A**

Sub-regional Plan showing key planned infrastructure and local plan allocations



**Appendix B**

Plan showing key interfaces and planned construction in the vicinity of the A46 Stoneleigh Junction

**CONFIDENTIAL**

**A46 LINK ROAD – Progress and Key Issues**

**February 2018**

**Appendix C**

A46 Stoneleigh Junction

Plan

Programme

**CONFIDENTIAL**

**A46 LINK ROAD – Progress and Key Issues**

**February 2018**

**Appendix D**

A46 Link Road Phases 2 and 3

Plan

Programme