

# **HS2 Ltd and A46 Link Road Interface: Proposals for passive provision by HS2 Ltd**

## **Purpose of this briefing paper**

Routes for a new road linking A46 Stoneleigh Junction and UK Central, known as the A46 Link Road, are being investigated by Coventry City Council (CCC), in association with Warwickshire County Council (WCC) and Warwick District Council (WDC), and with the knowledge of key stakeholder Solihull Metropolitan Borough Council (SMBC). These route options being considered are shown in Drawing No. 70031536-WSP-H-A46-HE-DR-0101. The need to consider the interface between the High Speed 2 (HS2) high speed railway and the A46 Link Road proposals arises as they share a similar geographical location from the southwest to northwest of Coventry, within Warwickshire and Solihull.

The purpose of this summary document (supported by a significantly more detailed report) report is to identify locations where “passive provision” should be sought from HS2 for inclusion of the A46 Link Road alignment in their construction, testing and commissioning programmes to minimise future disruption.

The two key aspects of passive provision are:

- Proven funding in place for HS2's reasonable costs; and
- formal planning process that will provide legal powers to construct the additional highway infrastructure required for the A46 Link Road under the Hybrid Bill.

## **Objectives**

The headline objectives of the overall A46 Link Road are:

- Supporting Sustainable Growth
- Delivering Enhanced Business Connectivity
- Maximising the Benefits of HS2 and UK Central
- Improving Transport Efficiency
- Delivering Wider Network Resilience; and
- Balance of the above against environmental and community impacts

## **Options**

At this time, a sifting activity has reduced the initial 19 options to five route options which are being investigated in greater detail. The option assessment will include environmental, traffic generation, geotechnical, planning, built environment impacts, and balancing these to achieve an emerging route or routes to be taken to Public Consultation in Spring 2018. The routes are shown on the attached Drawing No. 70031536-WSP-H-A46-HE-DR-0110 and include two which terminate on the A45 east of Meriden, two which terminate on the A452 north of Balsall Common and another which two separate unconnected schemes addressing different aspects of the brief.

## **Discussion of routes with HS2 to date**

Discussions have taken place on a regular basis with HS2 in regard to the potential for interface issues between their infrastructure and the A46 Link Road proposals. The most recent meeting was on 18<sup>th</sup> September 2017 after which WSP prepared a briefing note to formally seek their input into the sifting process. The project team is now in possession of

the HS2 views of the five short listed route options. These will be fed into the assessment process ahead of the next planned meeting with HS2 in early December 2017.

## Areas of interface

Based on the current outline designs for the route options short listed at this time and information supplied by HS2 in mid-September 2017, there is a number of interfaces with HS2 proposals. These have been assessed as to their severity and are listed below in association with suggest locations where it is significantly beneficial to request passive provision is made by HS2 on the A46 Link Road's behalf:

Brown/Blue/Black      no requirement for passive provision.

Orange      (i) An overbridge and on line realignment of the side road in the vertical plane at Waste Lane in addition to the crossing by HS2;

(ii) An underbridge associated with the crossing of Lavender Hall Lane of the proposed A46 Link Road which would require an alteration to its alignment. This would be in addition to the current proposals from HS2 for the same side road; and

(iii) An underbridge associate with the elevated A46 Link road dual carriageway crossing over the HS2 high speed rail provision which is in cutting northeast of Balsall Common.

A further potential issue associated with the BPA pipeline diversion between Waste Lane and Truggist Lane (on the A45 side of the Rugby to Birmingham railway line) is still be discussed with HS2 and BPA.

Purple      an underbridge at the crossing of HS2 between Hurst Farm and Red Lane, to take the high speed railway over the future A46 Link Road dual carriageway.

## Cost implications

Consideration has been given to the potential cost implication of a request to HS2 to accommodate the items above. These costs, which would be met by HS2 Ltd subject to them being reimbursed by the A46 Link Road project, aim to include the full impact of each proposal from initial consideration through to construction and maintenance e.g. the process from data acquisition through outline design, preliminary design, and appropriate checking to construction and future maintenance. This figure would need to be included in the budget for the A46 Link Road scheme and spent on an earlier programme than if the work was not carried out by HS2. The estimated costs are assessed as being £6.0 million and £2.2 million for the Orange and Purple Route Options respectively.

## Others issues related to the interface between the schemes

Through the course of the assessment, a number of other matters have arisen which should form part of other discussions with HS2 as they progress their contracts: relocation of haul routes, collaborative use of compound areas especially for A46 Link Road Phase 3, the later works and the opportunity to minimise movement of earthworks material especially offsite.

## Next Steps

1. Obtain agreement from the A46 Link Road Strategic Programme Board and DfT that the concept of passive provision is to be actively pursued for the Orange and Purple Routes prior to ratification of the decision as to the emerging preferred route(s).
2. Meet with HS2 to discuss the implication of the passive provision requests
3. If still viable, request the preparation of a variation order cost from their contractor;
4. In parallel, seek sources of (out of sequence) funding for the works to reimburse HS2;
5. Refine/cancel the requirements of HS2 passive provision after ratification of the emerging preferred route(s) by the Strategic Programme Board pre public consultation.



