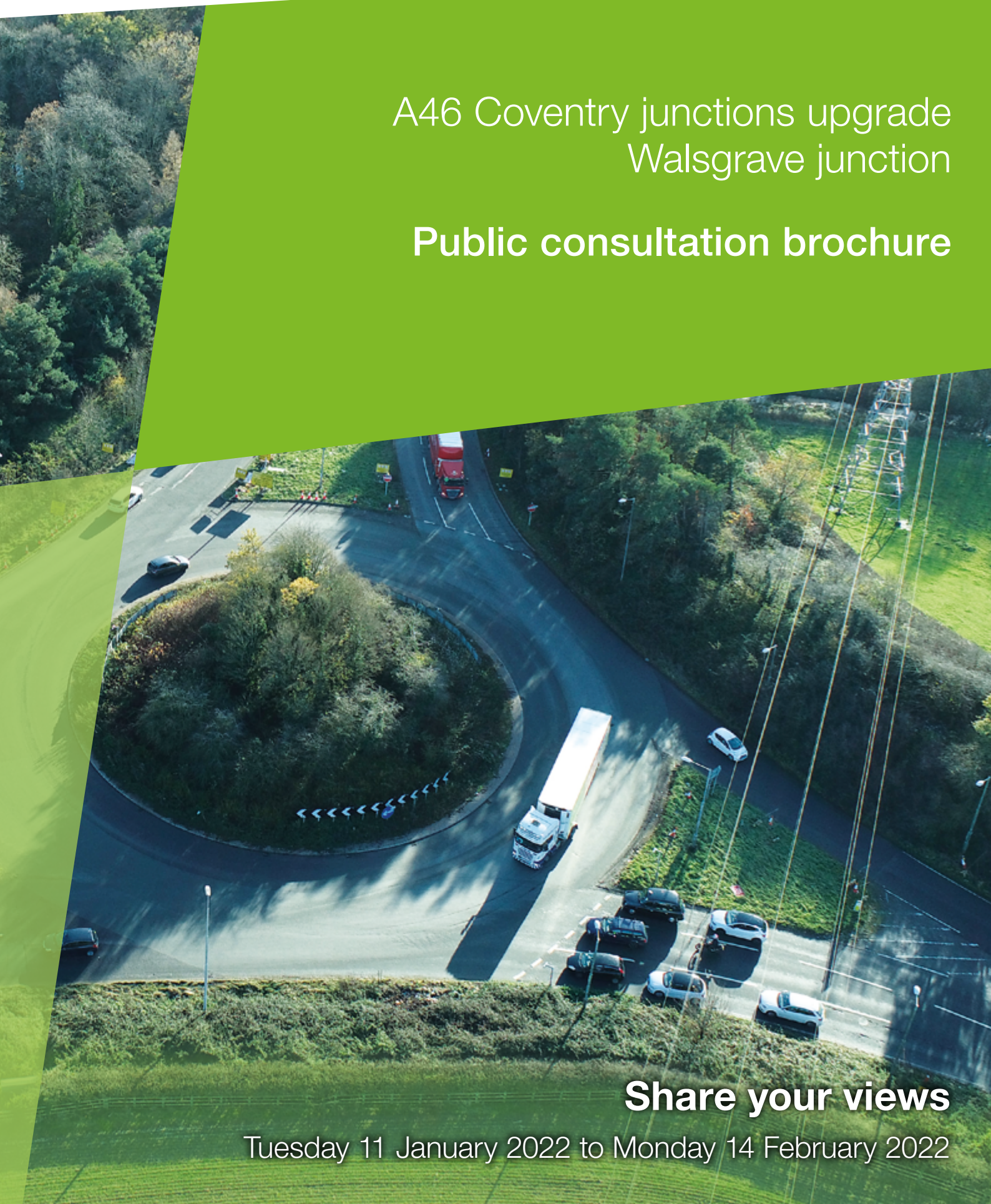
national highways

A46 Coventry junctions upgrade
Walsgrave junction

Public consultation brochure



Share your views

Tuesday 11 January 2022 to Monday 14 February 2022

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Investing in your roads

At National Highways, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

In the Midlands, we're investing in ways to increase capacity, improve connections and make sure journeys are as reliable as possible.

The A46 Coventry junctions upgrade is a critical part of this investment, upgrading the key link between the East and West Midlands and will help support the economic growth locally and across the West Midlands.

In this brochure we explain our proposed improvements for the A46 Walsgrave junction and the options that have been considered. We also give details of how you can give us your feedback during our public consultation.

Our consultation

We're holding a public consultation on our plans to improve the A46 Walsgrave junction. We'd like to hear what you think, so please share your ideas, concerns and local knowledge with us. The consultation will run from **Tuesday 11 January 2022 to Monday 14 February 2022.**

We are aware that the coronavirus situation is constantly developing and changing, and it's essential that we observe and comply with the UK government's restrictions.

Due to the recent changes in government guidance we will be holding our public information events online through Microsoft Teams. During these events we will present information about the scheme and answer any questions you might have.

All of our consultation materials are available on our webpage, and printed copies of these materials will be made available via post on request. Your views are important to help us better understand the local area and any potential impacts our scheme may have on you and the community.

Where to get more information

We want to make sure you have access to all the information you need about the scheme.

Join one of our online information events:

- Thursday 20 January from 6pm to 8pm
- Wednesday 26 January from midday to 2pm
- Saturday 29 January from 11am to 1pm

You may need to download Microsoft Teams to access these events. We will share the meeting invitation link on our webpage before the event.

Visit our scheme webpage: https://nationalhighways.co.uk/our-work/west-midlands/a46-coventry-junctionsupgrade/

Contact us with any questions

We're offering a call back service where you can request a call back from one of the project team members to answer your questions about the scheme. To do this please call our contact centre on **0300 123 5000** and let them know when you're available to receive a call back from one of the team. You can also email us at: **A46CoventryJcns@highwaysengland.co.uk**

If you'd like more information about accessing the consultation materials, or you'd like to receive printed copies of the materials, please contact us using the details above.

How to respond

- You can respond to our consultation by completing the response form online, by visiting our scheme webpage: **https://nationalhighways.co.uk/our-work/west-midlands/a46-coventry-junctions-upgrade/**

  If you are unable to access the online response form, you can respond using the following methods:

- **posting** a printed response form to us using our freepost address. There's no need for a stamp, just put your form in an envelope and send it to**: FREEPOST A46 WALSGRAVE JUNCTION**
- **email** your response to us at: **A46CoventryJcns@highwaysengland.co.uk**

All responses must be received by National Highways before 11:59pm on Monday 14 February 2022. Responses posted on or before the closing date will be accepted.

Why the scheme is needed

The A46 is a strategic link between the East and West Midlands, and connects Coventry and Warwickshire to the motorway network.

The Government's Road Investment Strategy (RIS2) 2020 - 2025 included a commitment to the A46 Coventry junctions scheme, which includes upgrading both the Binley and Walsgrave junctions. This consultation relates to the Walsgrave junction upgrade. Current levels of congestion and the impacts this has on journey time reliability, are having a serious effect on communities and businesses and will constrain future development in the area.

Upgrading the A46 Walsgrave junction will:

Support economic growth

The A46 is a nationally significant trade and export route. There are ports at either end of the corridor and both East Midlands and Birmingham airports are close by. The scheme will provide additional junction capacity in an area that's already busy and which is forecast to become even busier in the coming years due to planned developments across the region.

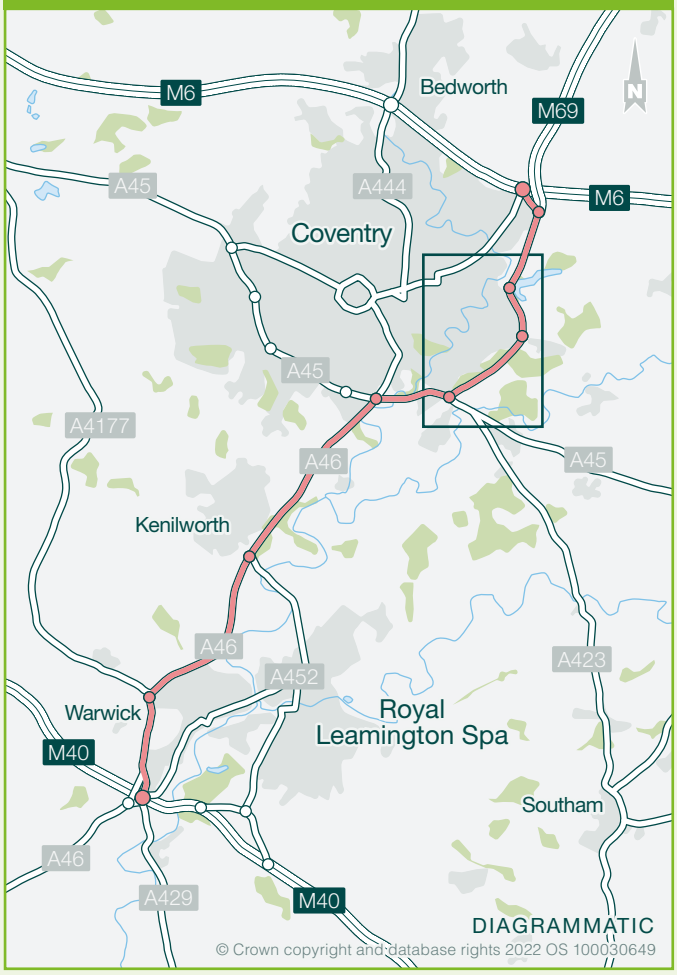
Support the smooth flow of traffic

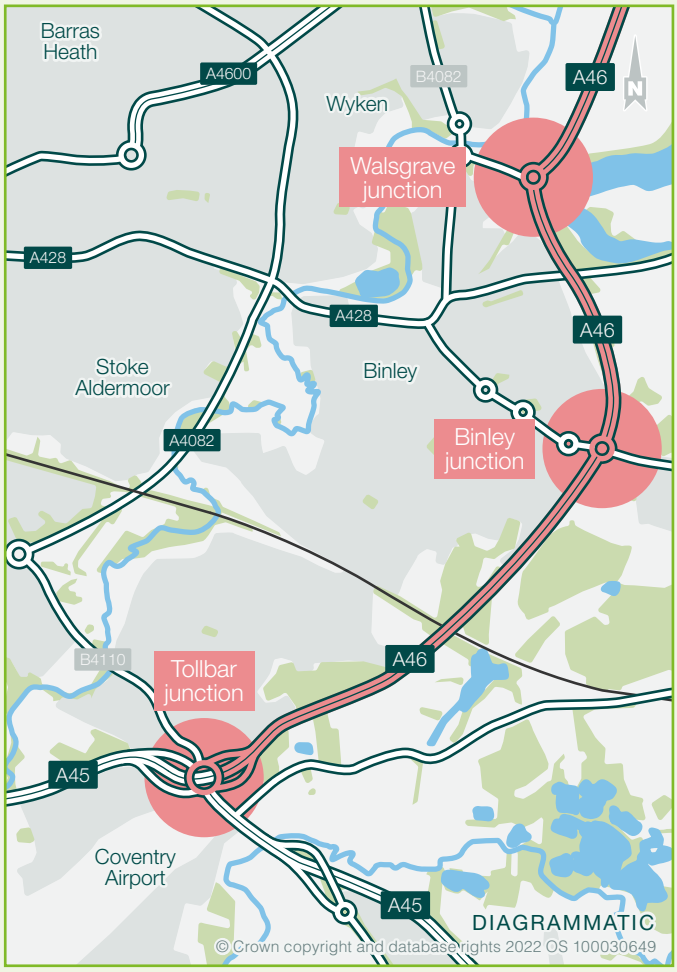
Congestion at the Walsgrave junction means journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future. Our scheme will improve the flow of traffic, meaning road users will have quicker and more reliable journeys.

Improve safety

Accidents not only have a direct impact on those involved, but they often lead to lane closures which impact journey time reliability for other road users. Improving the Walsgrave junction will improve safety by separating local and long-distance traffic and reducing congestion.

A46 Coventry junctions area maps





Constraints

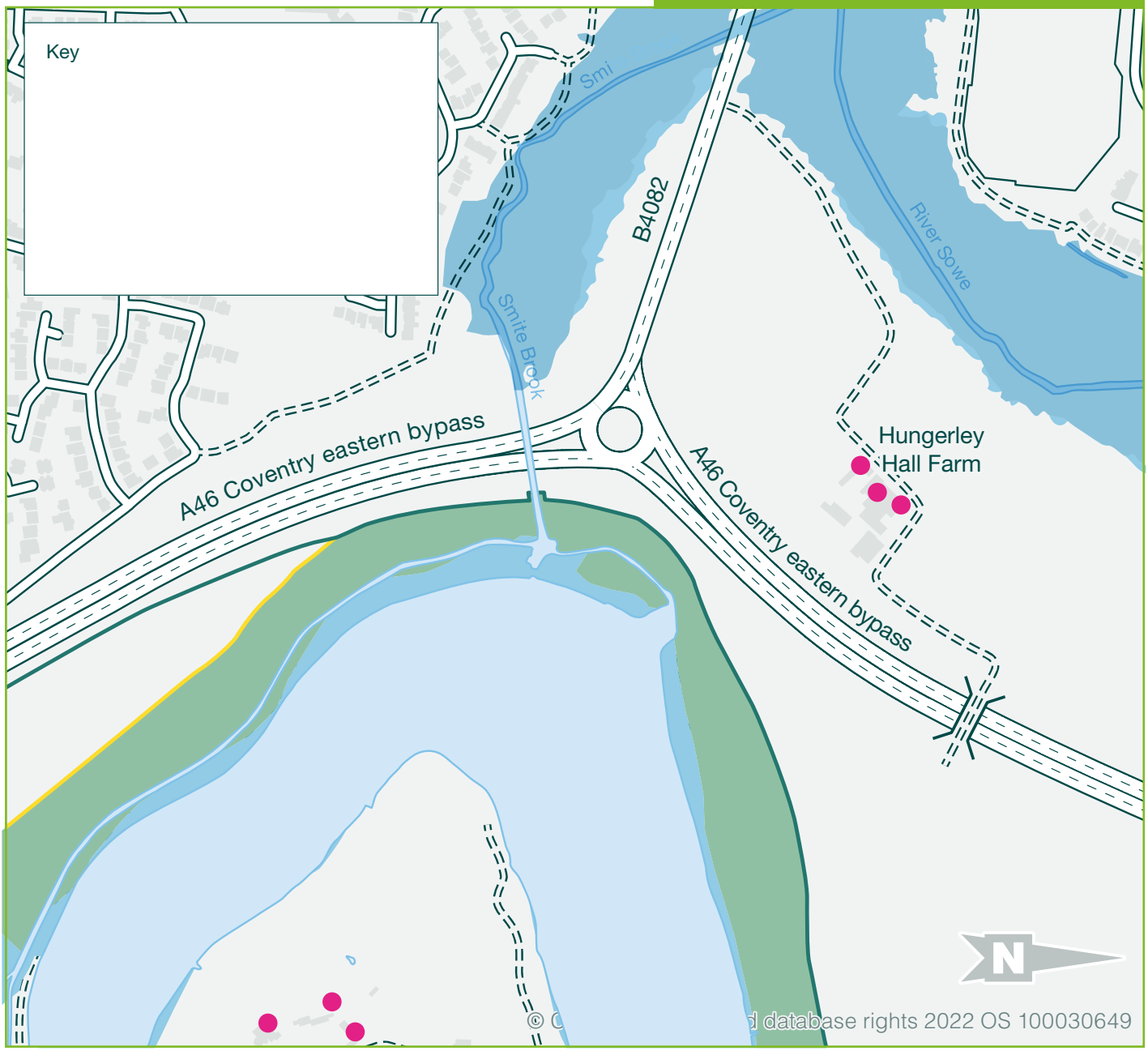
The location and setting of the A46 Walsgrave junction presents a number of engineering and environmental constraints. We have carefully considered these constraints when developing and shortlisting options as they have presented significant engineering challenges.

The constraints in the area of Walsgrave junction include:

- the River Sowe and Smite Brook flood plains
- Coombe Pool Site of Special Scientific Interest
- Smite Brook crossing the carriageway
- historic and listed buildings at Hungerley Hall Farm
- a historic landfill site
- high voltage overhead power-lines

The environment is really important and we will work to minimise our impact and enhance environmental features wherever possible. Where these constraints cannot be avoided or mitigated, this has resulted in options being discounted. The key reasons for discounting specific options have been outlined throughout this consultation brochure.

Environmental constraints map



Our plan for A46 Walsgrave junction

Up until now, we have been assessing options. We have outlined below how we arrived at our proposed option which we are presenting at this consultation.

Initial assessment - eleven options

Initially, eleven options were considered for the improvements at Walsgrave junction. At this stage, we looked at the engineering and environmental benefits of all eleven options. Following this initial assessment, seven options were discounted and four were shortlisted for further assessment works. The reasons for discounting the seven options are outlined on page 22-25 of this brochure.

Further assessment - four options

The four shortlisted options were taken forward for further development and analysis, and were investigated in more detail.

Viable option - one option

Following the further assessment, only one of our four shortlisted options was found to deliver the required improvements at Walsgrave junction. This is **Option 11.**
We have also described the three shortlisted options that have been discounted, focusing on the reasons why they were not viable.

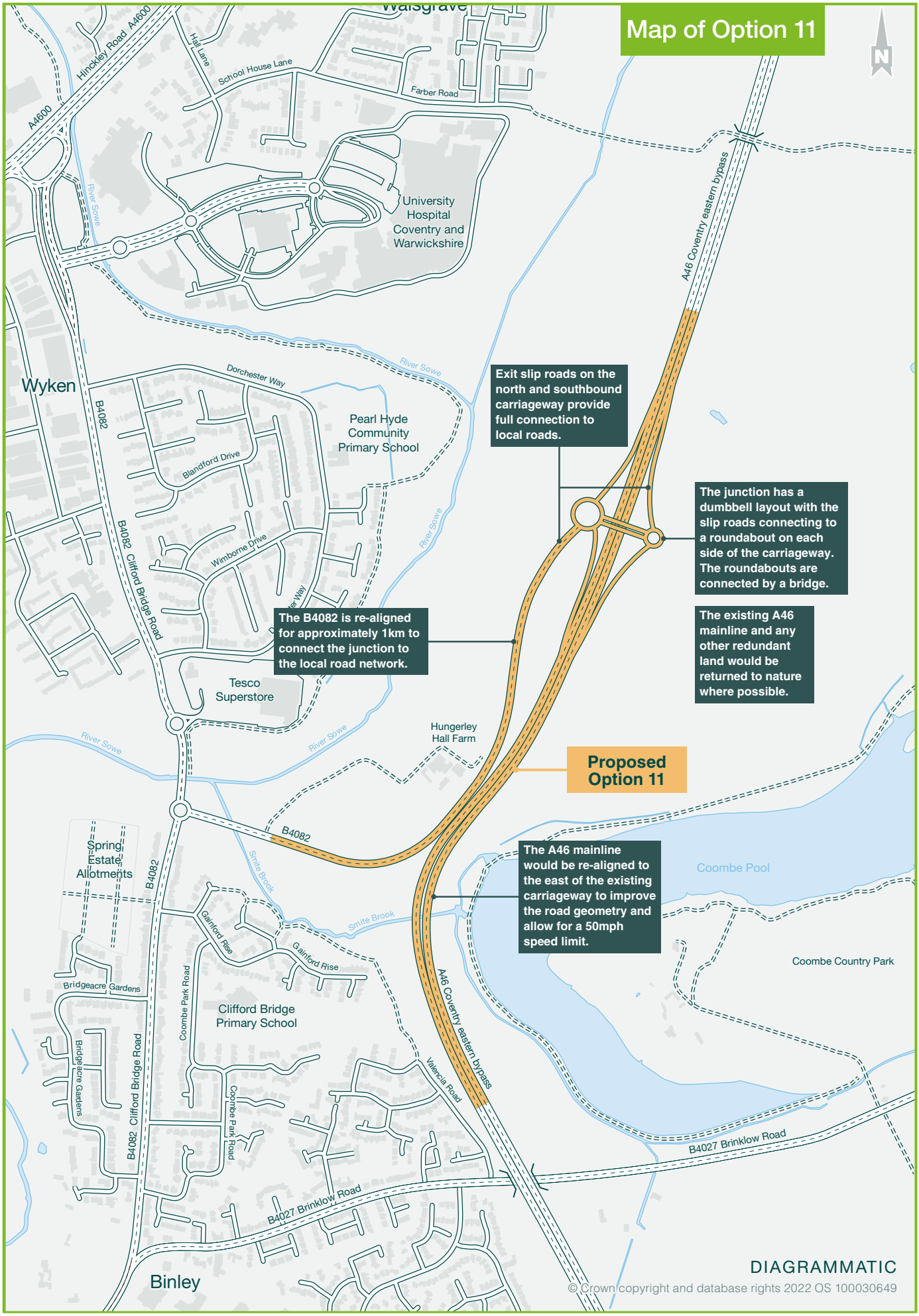
Option 11

A grade separated junction is a junction where the conflicting traffic flows are kept apart, usually by means of a bridge or tunnel.

Option 11 provides a fully grade separated junction approximately 800m north of the existing A46 Walsgrave junction. This allows for two lanes of free-flowing traffic in each direction. Exit and entry slip roads would be provided on both the north and southbound carriageway allowing full connection to the local road network. The junction would be in a dumbbell layout with the slip roads connecting to a roundabout on each side of the carriageway with the roundabouts connected via an overbridge. For safety reasons, the existing northbound and southbound laybys, north of the current A46 Walsgrave roundabout, would need to be removed.

A new B4082 link road, approximately 1km in length, would be provided between the western roundabout of the proposed dumbbell junction and an existing section of the B4082 that leads to the roundabout on Clifford Bridge Road. This would be a two-lane single carriageway, situated between the A46 and Hungerley Hall Farm as shown in the **map on page 7.**

Due to the existing local constraints, including the River Sowe flood plain and Hungerley Hall Farm, the main carriageway will have a 50mph limit so road users can travel safely through the junction. The existing sections of the B4082 and A46 roundabout that are no longer required would be removed, with planting and landscape designs for any unused land to be decided in later stages of the scheme. The existing overpass (farm access) over the A46 close to Hungerley Hall Farm will be demolished, with new access provided subject to consultation with the landowner.


Map of Option 11
N
Exit slip roads on the north and southbound carriageway provide full connection to local roads.
The junction has a dumbbell layout with the slip roads connecting to a roundabout on each side of the carriageway. The roundabouts are connected by a bridge.
The existing A46 mainline and any other redundant land would be returned to nature where possible.
The B4082 is re-aligned for approximately 1km to connect the junction to the local road network.
Proposed Option 11
The A46 mainline would be re-aligned to the east of the existing carriageway to improve the road geometry and allow for a 50mph speed limit.
Wyken
Binley
Walsgrave
Hinckley Road A4600
A4600
Hall Lane
School House Lane
Farber Road
University Hospital Coventry and Warwickshire
A46 Coventry eastern bypass
River Sowe
Dorchester Way
B4082
Pearl Hyde Community Primary School
Blandford Drive
Wimborne Drive
B4082 Clifford Bridge Road
Tesco Superstore
Hungerley Hall Farm
Spring Estate Allotments
Smite Brook
Gainford Rise
Coombe Pool
Coombe Country Park
Bridgeacre Gardens
Coombe Park Road
Clifford Bridge Primary School
Valencia Road
B4027 Brinklow Road
DIAGRAMMATIC
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Shortlisted options that were discounted

Option 6

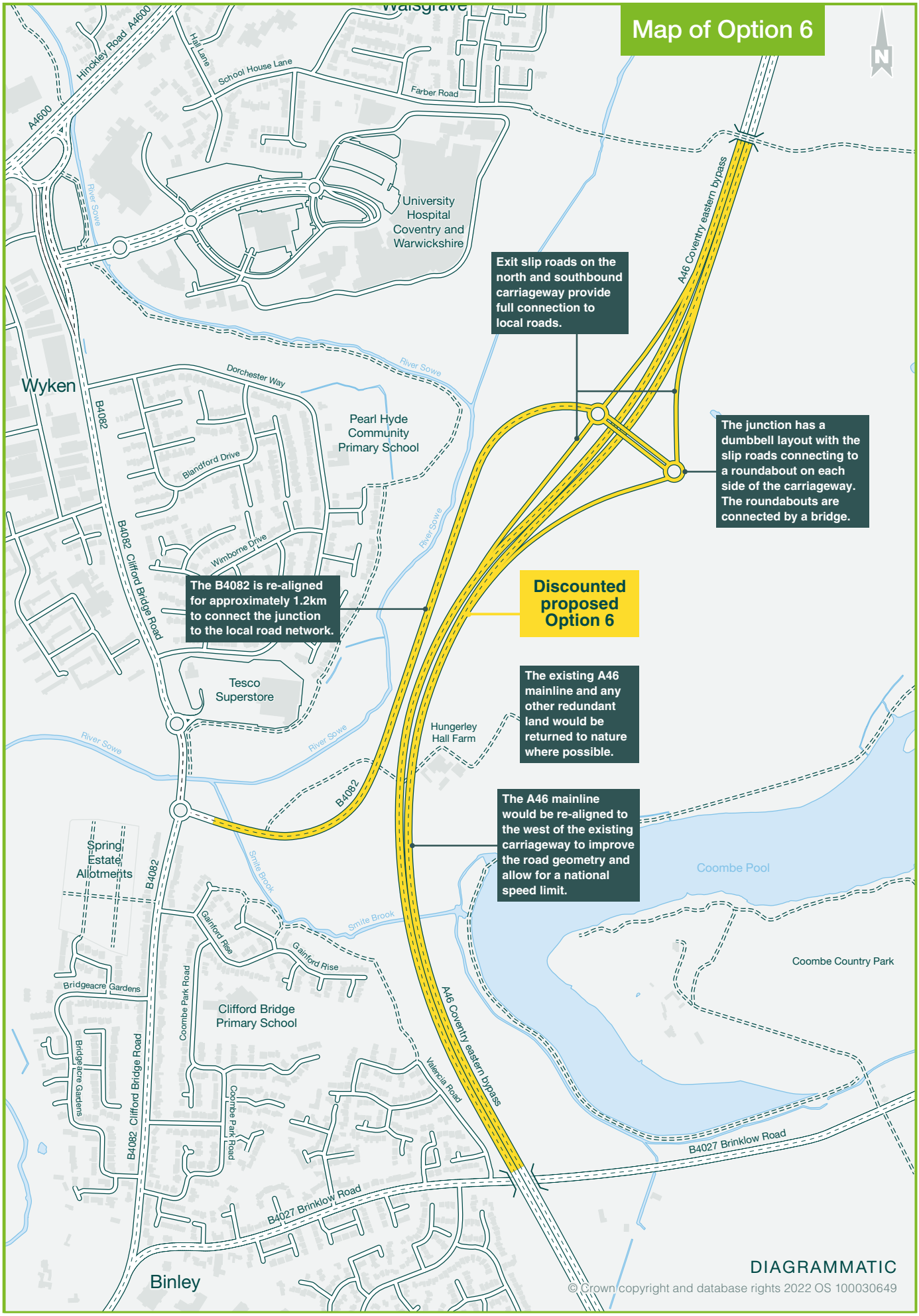
Option 6 would have provided a new fully grade separated junction approximately 1km north of the existing junction. It allowed for two lanes of free-flowing traffic in each direction. Exit and entry slip roads would have been provided on both the north and southbound carriageway allowing full connection to the local road network. The junction would have been in a dumbbell layout with the slip roads connecting to a roundabout on each side of the carriageway with the roundabouts connected via an overbridge.

The B4082 would have been re-aligned for approximately 1.2km to connect the junction to the local road network. The A46 would have been straightened to the west of the existing carriageway to allow for a national speed limit.

Why was this option discounted?

Further analysis of this design indicated that there would be significantly increased risk of flooding associated with this option. The new B4082 would have led to a significant reduction in the River Sowe's floodplain storage and would have resulted in regular flooding of the road and the local area.

In order to overcome these impacts, a large number of mitigation measures would have been required, which would have resulted in significant environmental impacts, meaning that this option was not viable.


Map of Option 6
N
Exit slip roads on the north and southbound carriageway provide full connection to local roads.
The junction has a dumbbell layout with the slip roads connecting to a roundabout on each side of the carriageway. The roundabouts are connected by a bridge.
Discounted proposed Option 6
The B4082 is re-aligned for approximately 1.2km to connect the junction to the local road network.
The existing A46 mainline and any other redundant land would be returned to nature where possible.
The A46 mainline would be re-aligned to the west of the existing carriageway to improve the road geometry and allow for a national speed limit.
A46 Coventry eastern bypass
Hinckley Road A4600
A4600
Hall Lane
School House Lane
Farber Road
Walsgrave
University Hospital Coventry and Warwickshire
River Sowe
Wyken
Dorchester Way
B4082
Blandford Drive
Pearl Hyde Community Primary School
Wimborne Drive
B4082 Clifford Bridge Road
Tesco Superstore
Hungerley Hall Farm
Spring Estate Allotments
Smite Brook
Gainford Rise
Bridgeacre Gardens
Coombe Park Road
Clifford Bridge Primary School
Valencia Road
Coombe Pool
Coombe Country Park
B4027 Brinklow Road
Binley
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Option 7 and Option 8

The junction design of Option 7 and 8 were very similar, with the difference between the two options being in the alignment of the A46 carriageway. This meant that Option 7 would have allowed for a 50mph speed limit, whereas Option 8 allowed for a national speed limit of 70mph.

The designs would have removed the existing roundabout at Walsgrave junction to provide two lanes of free-flowing traffic in each direction on the A46.

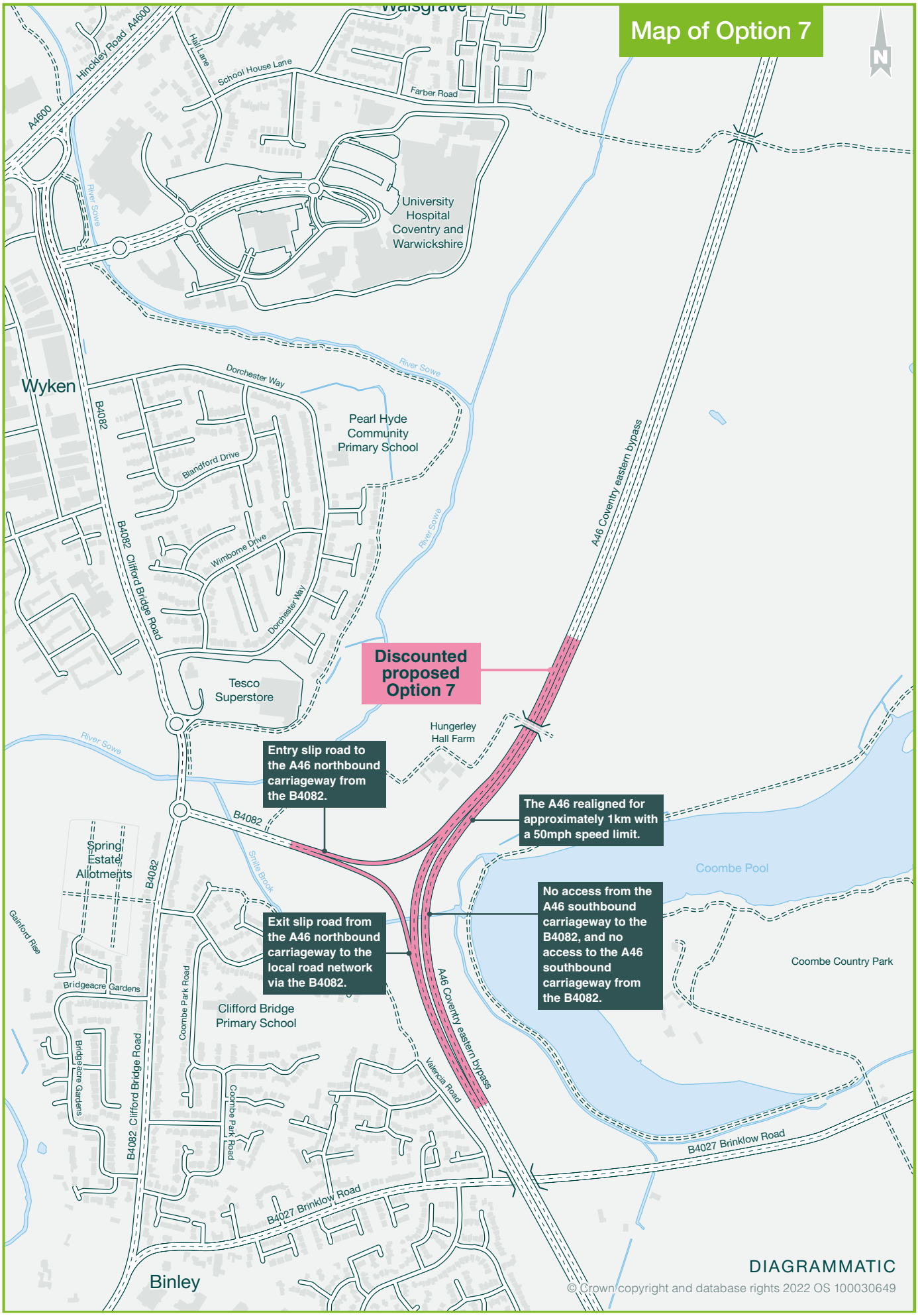
Exit slip roads would have provided access from the A46 northbound carriageway to the local road network via the B4082 and an entry slip road would have provided access to the A46 northbound carriageway from the B4082.

However, no access would have been provided from the A46 southbound carriageway to the B4082 and there would be no access to the A46 southbound carriageway from the B4082.

Why were these options discounted?

Further traffic modelling showed that these junction designs would have led to worsening congestion on the local road network, including the A428 and Clifford Bridge Road.

These traffic impacts would then tailback onto the A46, meaning there would still be some queuing on the A46 between the Binley and Walsgrave junctions.


Map of Option 7
N
Walsgrave
Hinckley Road A4600
A4600
Hall Lane
School House Lane
Farber Road
River Sowe
University Hospital Coventry and Warwickshire
Wyken
Dorchester Way
B4082
Pearl Hyde Community Primary School
Blandford Drive
B4082 Clifford Bridge Road
Wimborne Drive
Dorchester Way
A46 Coventry eastern bypass
Discounted proposed Option 7
Tesco Superstore
Hungerley Hall Farm
Entry slip road to the A46 northbound carriageway from the B4082.
The A46 realigned for approximately 1km with a 50mph speed limit.
B4082
Spring Estate Allotments
Smite Brook
Coombe Pool
No access from the A46 southbound carriageway to the B4082, and no access to the A46 southbound carriageway from the B4082.
Gainford Rise
Exit slip road from the A46 northbound carriageway to the local road network via the B4082.
Bridgeacre Gardens
Coombe Park Road
Clifford Bridge Primary School
Coombe Country Park
Valencia Road
B4027 Brinklow Road
Binley
DIAGRAMMATIC
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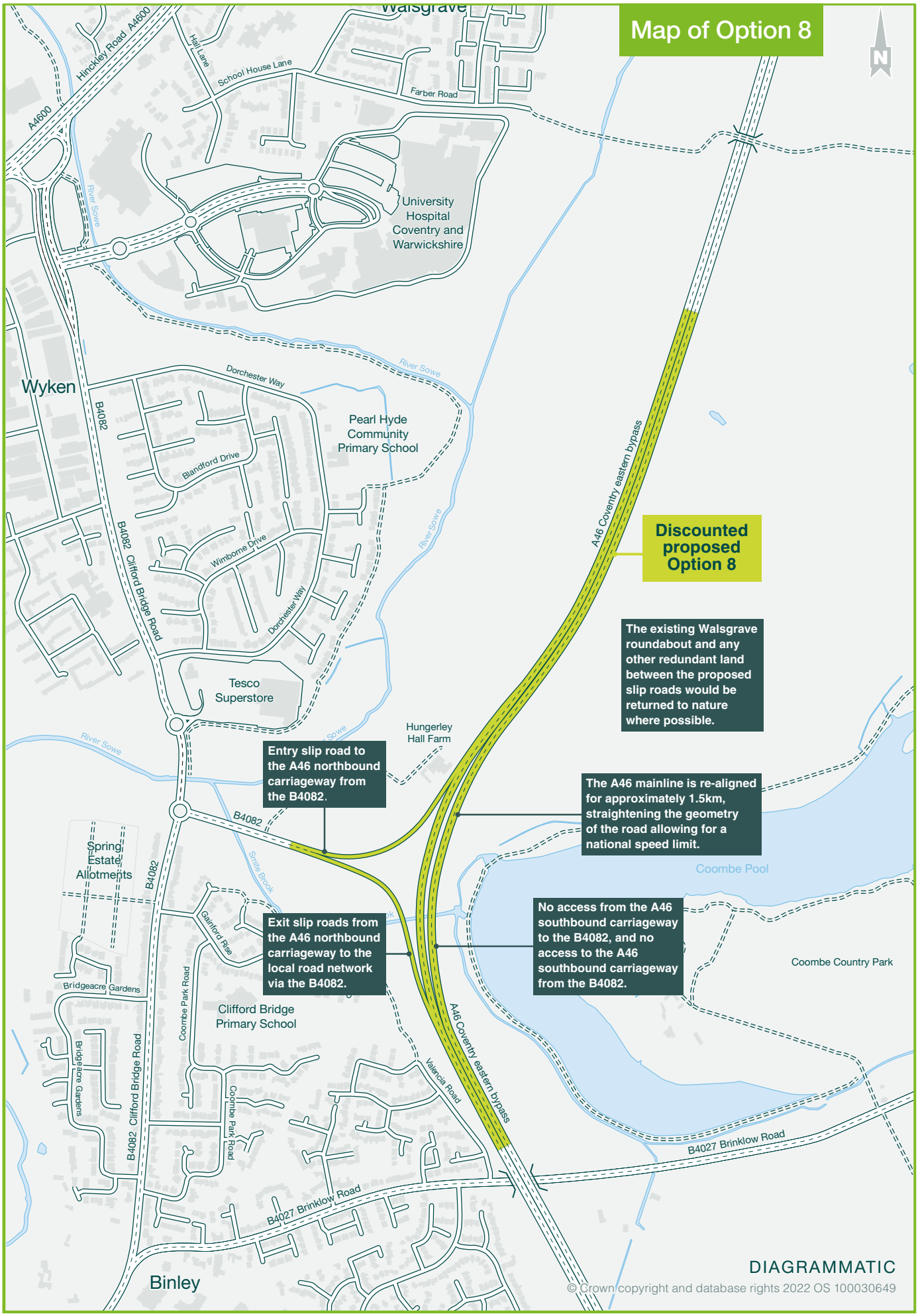
Map of Option 8
Walsgrave
Hinckley Road A4600
A4600
Hall Lane
School House Lane
Farber Road
University Hospital Coventry and Warwickshire
River Sowe
Wyken
Dorchester Way
B4082
Pearl Hyde Community Primary School
Blandford Drive
B4082 Clifford Bridge Road
Wimborne Drive
Dorchester Way
Tesco Superstore
A46 Coventry eastern bypass
Discounted proposed Option 8
The existing Walsgrave roundabout and any other redundant land between the proposed slip roads would be returned to nature where possible.
Hungerley Hall Farm
Entry slip road to the A46 northbound carriageway from the B4082.
The A46 mainline is re-aligned for approximately 1.5km, straightening the geometry of the road allowing for a national speed limit.
Coombe Pool
Spring Estate Allotments
Smite Brook
Gainford Rise
Exit slip roads from the A46 northbound carriageway to the local road network via the B4082.
No access from the A46 southbound carriageway to the B4082, and no access to the A46 southbound carriageway from the B4082.
Coombe Country Park
Bridgeacre Gardens
Coombe Park Road
Clifford Bridge Primary School
Valencia Road
B4027 Brinklow Road
Binley
DIAGRAMMATIC
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Benefits and impacts of the shortlisted options

In assessing the benefits and impacts of the four shortlisted options, we looked at a variety of features as summarised in the table below. As this consultation is taking place at an early stage in the overall scheme, this information is still being developed for our final option, option 11, as we carry out detailed surveys and assessments. Environmental impacts are assessed based on national guidance.

Journey times and traffic congestion

We have built a traffic model that has been validated using observed traffic flows and journey times. This has allowed us to understand the current issues and forecast how they will change in the future if we do not build the scheme. We have used this model to test the impact of building the options we've developed.

Option 11

Option 11 performs well in traffic modelling, with the grade separated junction allowing the A46 Walsgrave junction to operate efficiently.

This junction design allows for a free flowing A46 carriageway, while also providing road users with the option to enter and exit the local road network when travelling from either a north or southbound direction.

Shortlisted options that were discounted:

Option 6	**Option 7**	**Option 8**
Option 6 performed well in traffic modelling, with the grade separated junction allowing the A46 to operate efficiently.	Option 7 allowed for a 50mph speed limit. However, Option 7 was shown to result in worsening congestion on the local road network. This would lead to tailbacks on the A46 between the Walsgrave and Binley junctions. It is for this reason that Option 7 has been discounted.	Option 8 allowed for a 70mph speed limit. However, Option 8 was shown to result in worsening congestion on the local road network. This would lead to tailbacks on the A46 between the Walsgrave and Binley junctions. It is for this reason that Option 8 has been discounted.

Noise

An assessment of noise and vibration has been carried out to understand the likely noise effects both while we're building the scheme and once it's open to traffic. Our noise model is able to forecast where changes in noise would occur and as the scheme is developed in later stages, it'll help us to identify where mitigation, such as noise barriers, might be needed.

Option 11

Option 11 performs well in terms of noise modelling, and it is predicted to result in only one significant adverse effect, which is less than our discounted options.

The significant adverse effect as a result of Option 11 will be at Hungerley Hall Farm, due to both the realignment of the A46 and the introduction of the new free flow junction slip road close to the rear of this property.

During construction, noise impacts are likely at Hungerley Hall Farm, properties located close to the north-west of the scheme, and properties in the area of the Clifford Bridge Road junction. This is due to earthworks and road construction activities required to build the B4082 link and realign the A46 to the north of the junction. Construction noise is also likely to impact properties south of the new junction due to earthworks and road construction activities needed to realign the A46 carriageway. Vibration impacts are also likely at properties close to the A46, including Hungerley Hall Farm and in the vicinity of Valencia Road to the south of the scheme.

However, as the scheme develops, we will consider potential construction impacts carefully. Wherever possible, mitigation measures will be put in place to reduce the impact of our construction work on the local area.

Shortlisted options that were discounted:

Option 6	**Options 7 and 8**
Option 6 was predicted to result in the greatest number of significant adverse noise effects from traffic on sensitive locations (such as residential properties and schools). This included Hungerley Hall Farm and properties to the north-west of the scheme. There would have also been considerable noise impacts during the construction period, including impacts on: ■ Hungerley Hall farm and properties nearby ■ Clifford Bridge Road junction and Valencia Road ■ properties to the south of the junction and those in close proximity to the A46	Options 7 and 8 would have resulted in significant negative noise impacts from traffic at properties located to the south-west of the scheme, due to the introduction of a new free flow junction slip road that would have brought traffic closer to these properties. There would have been considerable noise impacts during the construction period, including impacts on: ■ Hungerley Hall farm and properties nearby ■ Clifford Bridge Road junction and Valencia Road ■ properties to the south of the junction and those in close proximity to the A46

Cultural heritage

We've looked at the potential effects on cultural heritage within the area of the scheme, considering possible physical impacts on historic buildings and gardens, such as Hungerley Hall Farm and Coombe Abbey Park. We've also examined the potential for effects on archaeological remains.

Option 11

Although this option brings the realigned B4082 closer to the east side of Hungerley Hall Farm, by keeping the connector road on the east side of Hungerley Hall Farm, between the farm itself and the existing A46, this option avoids isolating the farm's buildings. Due to the road's proximity to Hungerley Hall Farm, this option does involve the removal of part of the field immediately adjacent to the south of the listed farmhouse. However, the new connector road will be in-cutting at this location. This means the road will be set at a lower level to the original ground level. This will minimise the impact of the road from key viewpoints at the farmhouse building, and minimise impacts on the other listed buildings at Hungerley Hall Farm.

The new junction may be visible from parts of Coombe Abbey Park, but due to the height of woodland surrounding the park, it's not expected to be visible from listed assets within the park, such as the Menagerie. However, there may be potential for the night-time lighting of the junction to be visible from Coombe Abbey Park.

Shortlisted options that were discounted:

Option 6	Option 7	Option 8
The straightened road in Option 6 would have run very close to the Grade II listed barn to the front of the farmhouse at Hungerley Hall Farm. The new junction may also have been visible from the front of the property. The raised junction may also have been visible from certain areas in Coombe Abbey Park, including the potential for night-time lighting of the dumbbell junction to be visible.	This option would have resulted in minimal change to the setting of the listed buildings at Hungerley Hall Farm and Coombe Abbey Park.	This option would have required the demolition of at least one of the Grade II listed buildings at Hungerley Hall Farm, impacting on the setting of the remaining buildings. The straightened road would also have run closer to the remaining buildings. This option would have had minimal change to the setting of Coombe Abbey Park.

Landscape

Using our landscape and visual field surveys, which were completed during the summer and winter months of 2020, we've produced a detailed assessment of the landscape and visual impacts of each of the options.

Option 11

As Option 11 involves the construction of a grade separated junction, it will result in a large change in character, compared to the current landscape buffer to the urban edge of Coventry.

In addition to the impact of the junction, the landscape character will be impacted by the loss of vegetation, which will make the new junction more visible during the construction and operation of the scheme.

Despite these impacts, it's predicted there will be minimal visual impacts on Coombe Abbey Park due to the height of woodland vegetation surrounding the park. Although Option 11 will have an impact on the landscape, its similarity with the existing road layout means it is much less intrusive than our discounted Option 6.

As we enter the next stages of development, we will look to reduce these impacts as much as possible through careful design of the proposed scheme and the development of mitigation strategies.

Shortlisted options that were discounted:

Option 6	**Option 7**	**Option 8**
Option 6 is significantly larger in size than the other three options, and this was reflected in the assessments on landscape and visual impacts. Option 6 also resulted in the largest change of the current landscape buffer, to the urban edge of Coventry. The landscape would have been altered by the new junction, and loss of vegetation. The new junction would be more visible during construction and operation of the scheme.	Option 7 performed well in our assessments on landscape and visual impacts. Option 7 had only a minor change to the existing junction with minimal loss of vegetation.	Option 8 would have resulted in the loss of Hungerley Hall Farmhouse, which would have altered the local landscape. The junction would have also been visible from key locations, including from within the fringes of Coombe Abbey Park where vegetation removal from the edge of the park is required.

Nature conservation

We've carried out ecological surveys in order to inform our decisions on what steps we can take to reduce the impact of the scheme on biodiversity.

Further surveys will be carried out in the next stage of the scheme's development, to assess the impact the chosen option may have on both species and habitats in more detail, and to design any mitigation that may be required.

Option 11

As Option 11 involves the construction of a grade separated junction, it requires a substantial amount of land take and has the potential to impact on some wildlife and habitats. The land take required for the scheme and the demolition of the bridge over the A46 may have the potential for impacts on protected and notable species including bats and badgers.

There is also the potential for some temporary impacts on the Coombe Pool Site of Special Scientific Interest (SSSI) associated with clearance of screening vegetation. However, to compensate for this loss of screening vegetation, a potential area for replanting of woodland has been identified.

As we progress to the next stage of development, we will aim to reduce environmental and ecological effects. Where our impacts can't be avoided, we will mitigate against this where possible, through careful design.

Shortlisted options that were discounted:

Option 6	**Option 7**	**Option 8**
Option 6 required the greatest area of land, taking the road infrastructure much closer to the River Sowe corridor and separating the farmland between the existing A46 and the River Sowe. This had the potential for impacts on protected and notable species including bats and badgers.	Option 7 was largely within the existing highway boundary but would encroach into adjacent farmland and the edge of the woodland of Coombe Pool SSSI.	Option 8 would have had the greatest impact on woodland at the edge of Coombe Pool SSSI and on Smite Brook. Option 8 would also have required the demolition of Hungerley Hall Farmhouse which may have disrupted roosting bats.

Road drainage and the water environment

We've assessed the potential impacts on the water environment within the area of the scheme, which includes potential impacts on surface and groundwater quality, groundwater levels and flows and flood risk. We've also assessed compliance with the Water Framework Directive.

At present the A46 carriageway and roundabout drain directly into local water courses without treatment. The River Sowe and associated Smite Brook floodplains are adjacent to the current route.

Option 11

No flood mitigation is required with this option, as it does not increase flood risk within the area.

Shortlisted options that were discounted:

Option 6	Option 7	Option 8
This option would have involved construction within the river floodplains, which would have resulted in land being needed to provide floodplain compensation. Detailed flood modelling showed that this option would have resulted in regular flooding of the A46 and the surrounding area. Overcoming the predicted increased flood risk for this option would require complex mitigation strategies, which would have significant impacts. **It is for this reason that Option 6 has been discounted.**	No flood mitigation would have been required with this option.	Option 8 would have required some construction within the floodplain, making flood mitigation necessary.

Construction duration and impacts

We currently expect to start building the scheme in early 2025. We're committed to delivering the scheme safely while minimising disruption to road users and residents. As the scheme progresses, we will continue to involve and engage road users and residents.

Option 11

Throughout the construction period for Option 11, it is anticipated that we will be able to keep traffic moving on the A46, keeping the A46 open and minimising impacts on road users.
We expect construction of this option to last approximately 18 months.

Shortlisted options that were discounted:

Option 6	Option 7	Option 8
Our initial work suggests that construction of this option would take approximately 2 years.	Our initial work suggests that construction of this option would take approximately 18 months.	Our initial work suggests that construction of this option would take approximately 18 months.

Land take

Option 11

Option 11 will require a significant amount of land take. Despite this, Option 11 does not require the removal of any buildings. We strive to work positively with landowners that may be affected by our proposals. As we progress into the next stage of design, we will be engaging closely with affected landowners as we continue to develop our scheme.

Shortlisted options that were discounted:

Option 6	Option 7	Option 8
Option 6 would have required the greatest amount of land take.	Option 7 would have required the least amount of land take as the works would have been within the existing highway boundary.	Option 8 would have required greater land take than Option 7 due to the increased radius of the A46 carriageway and placement of the new slip roads. In addition to this, it would have also required the demolition of Hungerley Hall Farmhouse.

Air quality

Air quality monitoring data and our scheme specific traffic model have been used to develop an air quality model. This captures current air quality data and forecasts potential changes resulting from our scheme at key locations known as 'sensitive receptors' (such as houses and schools).

Any sensitive receptors within 200m of the new junction and associated new roads, or near existing roads that would have a change in traffic flows due to the scheme are assessed in the model. Whilst there may be small changes in concentrations of nitrogen dioxide (NO2) and fine particles (PM10) as a result of changes in traffic flows, the models suggest that any changes to air quality would not be significant and would not result in any significant adverse effects on sensitive receptors once the scheme is open to traffic.

As the scheme progresses to the next stage of development, further surveys will be carried out to assess the likely effects arising from our chosen option. We will publish more details about how we'll manage air quality effects during construction before we start work.

Contaminated land

The existing A46 was built over a historic landfill site. Along with other potential sources of contamination, this may have resulted in contamination of soils and groundwater and generated ground gas.

Further surveys will be carried out in the next stage of the scheme's development, to assess the impact and design the appropriate mitigation.

Climate

The construction of all options would give rise to emissions from the manufacture of the materials used in construction, their transportation to site, and from activities during construction, such as emissions from construction plant. We'll work proactively with our contractor to identify opportunities to reduce emissions during construction and once the road is open to traffic.

Once the road is open to traffic, it's likely there would be an increase in greenhouse gas emissions from additional journeys made by vehicles. Government policy is to change the mix of traffic on UK roads in favour of lower emission vehicles (e.g. uptake of electric vehicles). If this is successful, then the operational impact of the scheme would reduce over time.

Road safety

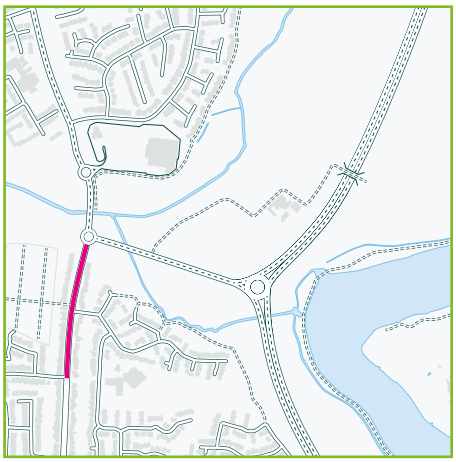
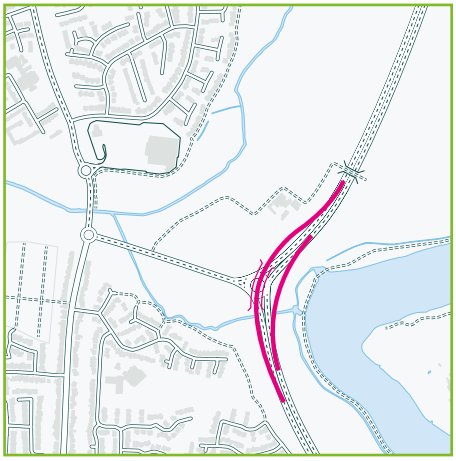
The options would be expected to have a positive impact on road safety by introducing a high-quality dual carriageway, improving the flow of traffic and removing queuing at the junction.

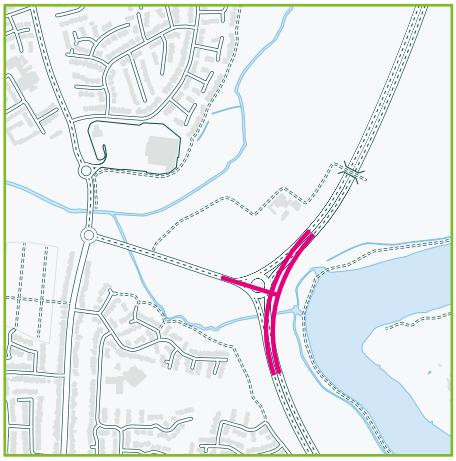
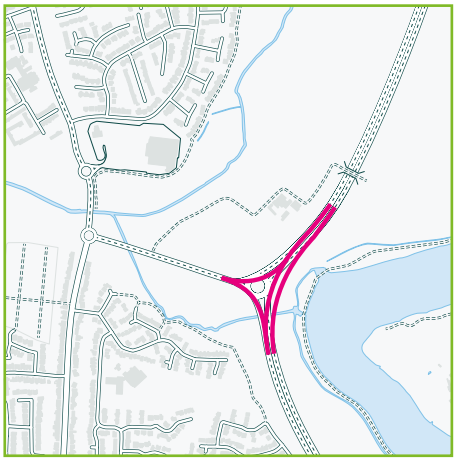
This improvement is forecasted over the wider network, including local routes, as the junction improvements will relieve congestion.

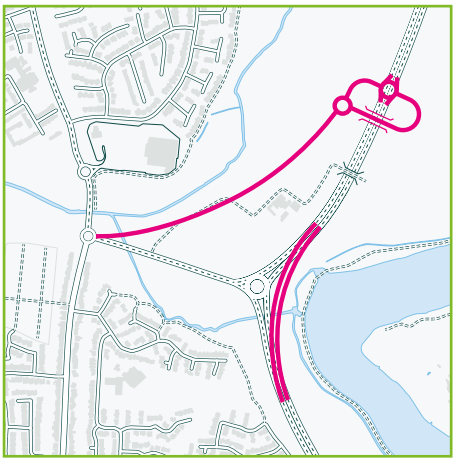
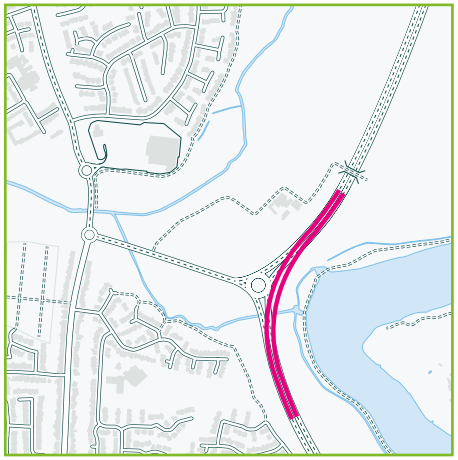
Options discounted during initial assessment

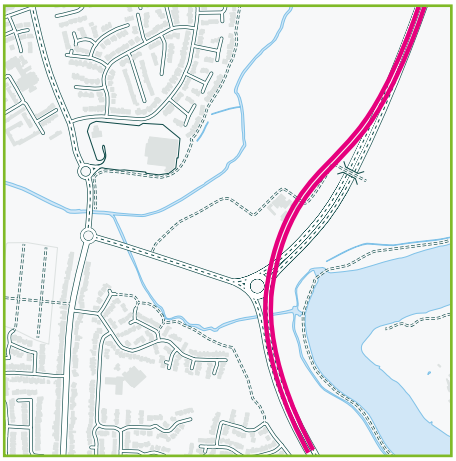
In developing our proposals for A46 Walsgrave junction, we considered eleven options, before shortlisting these to the four which were taken forward for further assessment.

The table below summarises the options that were discounted during our initial assessment of the eleven options.

Option	Description	Reasons for discounting option
	Option 1 consisted of a local road improvement option which only allowed one-way traffic on Clifford Bridge Road and proposed no changes to the existing A46. This option sought to reduce the volume of traffic using the A46 Walsgrave junction.	Traffic modelling showed that this option did not offer any significant improvement to congestion on the A46.
	Option 2 would have allowed through-traffic to bypass the roundabout, while retaining the existing roundabout to provide access to the local road network. Northbound traffic would have passed over the roundabout on a dual lane flyover, with merge and diverge slip roads leading to the roundabout. A new single lane bypass would have been built for southbound through-traffic. The existing roundabout would have been used for access to and from the local roads.	The proposed junction layout had the potential to confuse road users, which presented safety concerns. The flyover would have had a significant visual impact on Coombe Abbey Park, Coombe Pool and the associated Site of Special Scientific Interest and would create an increased sense of urbanisation to this heritage site. Furthermore, the southbound link would have been a single carriageway which would not have provided enough capacity to accommodate forecasted traffic volumes.

Option	Description	Reasons for discounting option
	Option 3 would have replaced the roundabout with a signal-controlled T-junction.	In order to accommodate the volume of traffic, two turning lanes would have been needed. This would have resulted in five lanes of traffic at the junction which would be required to merge into two. This, alongside potential driver confusion, presented safety concerns. This option would not have allowed traffic to flow freely and would have significantly impacted journey times. The introduction of traffic lights would have been inconsistent with the rest of the route presenting further safety concerns as drivers may not expect traffic lights.
	Option 4 would have provided entry and exit slip roads on the northbound carriageway only. There would have been no access to or from the local road network from the southbound carriageway. The A46 would have had a 50mph speed limit.	Due to the alignment of the diverge slip road, the existing pylon in the area would need to be relocated. The desire to avoid this led to the development of Option 7 which was a similar design, except with a tighter diverge slip road that avoids the pylon relocation and reduces land take. Option 7 also had a tighter merge slip road which reduces land take further.

Option	Description	Reasons for discounting option
	Option 5, a compact grade separated junction, would have provided entry and exit slip roads in a loop arrangement. An overbridge and roundabout would have provided connection to the local road network via a realigned B4082.	Due to the length and tight radius of the slip roads the A46 would have had a 50mph speed limit. Additionally, this option would isolate Hungerley Hall Farm as the A46 carriageway would be in front of the farmhouse buildings and the B4082 connector road behind. Compact grade separated junctions are used where a fully grade separated junction is unable to be provided due to available space or environmental constraints. For the A46 Walsgrave junction a fully grade separated junction can be provided and is included in our viable Option 11.
	Option 9 would have removed the junction to allow free flowing traffic along the A46. The A46 would have had a 50mph speed limit.	This option would not provide any connection to the local road network.

Option	Description	Reasons for discounting option
	Option 10 is similar to Option 9 but would have allowed for a 70mph speed limit, by realigning the A46 to increase the radius of the curve.	This option would not provide any connection to the local road network.

Next steps

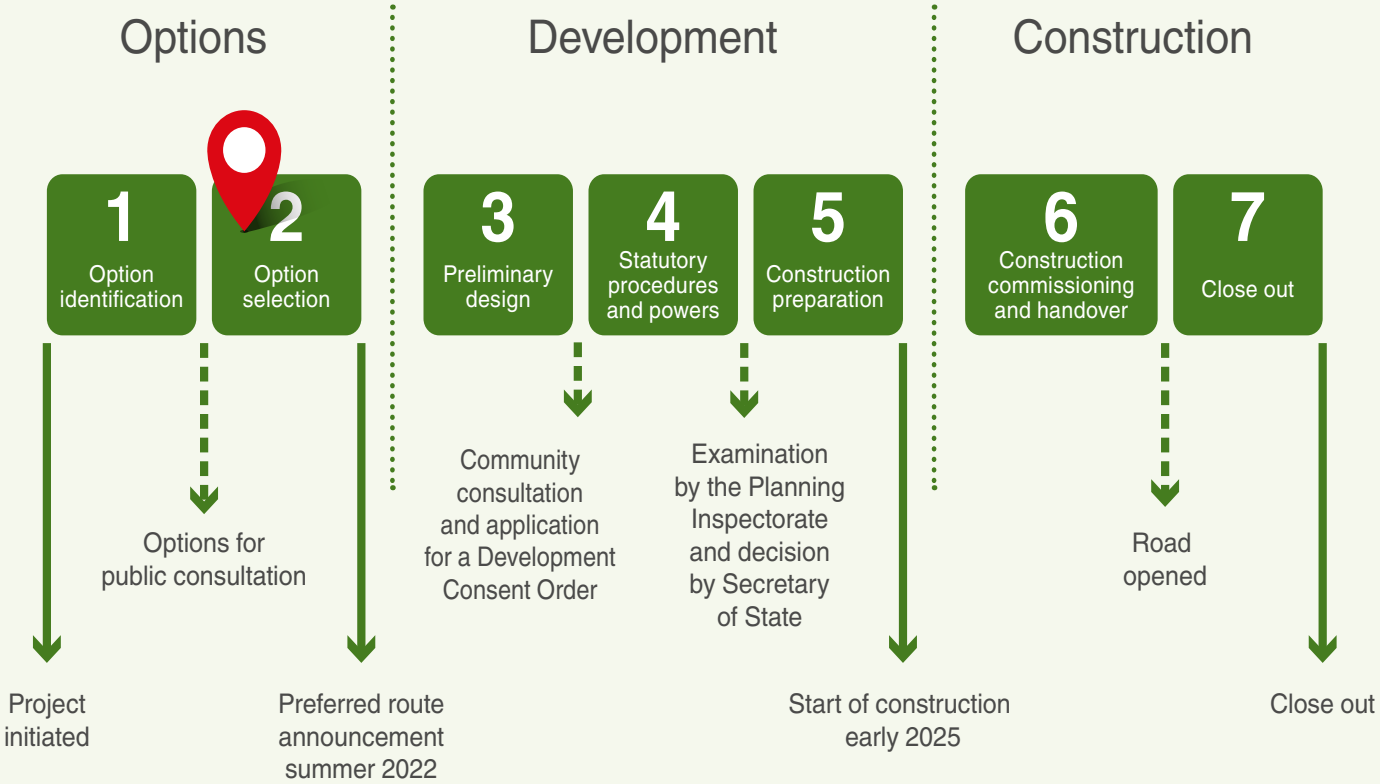
Once the consultation has closed on Monday 14 February 2022, we'll analyse all responses and produce a consultation report summarising the feedback we've received. We'll then consider the feedback, incorporating the comments received where possible whilst completing further assessment and design work.

We'll make our preferred route announcement for the scheme in summer 2022.

Our preferred route will be taken through to the next stage of design development. This is when we'll develop more detail on the highway structures and overall design. It's also when the next stages of environmental assessments are completed, and we look at the steps we can take to reduce any environmental effects. During this stage of the scheme we'll hold another public consultation, giving you the opportunity to comment on a more developed proposal.

It's likely we'll be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate to gain permission to build the scheme. The process for this is explained in the table below.

A DCO is a special type of planning permission which is needed for a Nationally Significant Infrastructure Project. Further information on the DCO process can be found on the Planning Inspectorate's website: **https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/**
It will be possible to participate in the Planning Inspectorate's examination of our application, when our final proposal will be considered in detail.



For more information, please visit our scheme webpage:
https://nationalhighways.co.uk/our-work/west-midlands/a46-coventry-junctions-upgrade/

You can also sign up to receive email alerts whenever our scheme webpage is updated.

If you have any queries about this scheme please contact us on **0300 123 5000** or email us at:
A46CoventryJcns@highwaysengland.co.uk

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