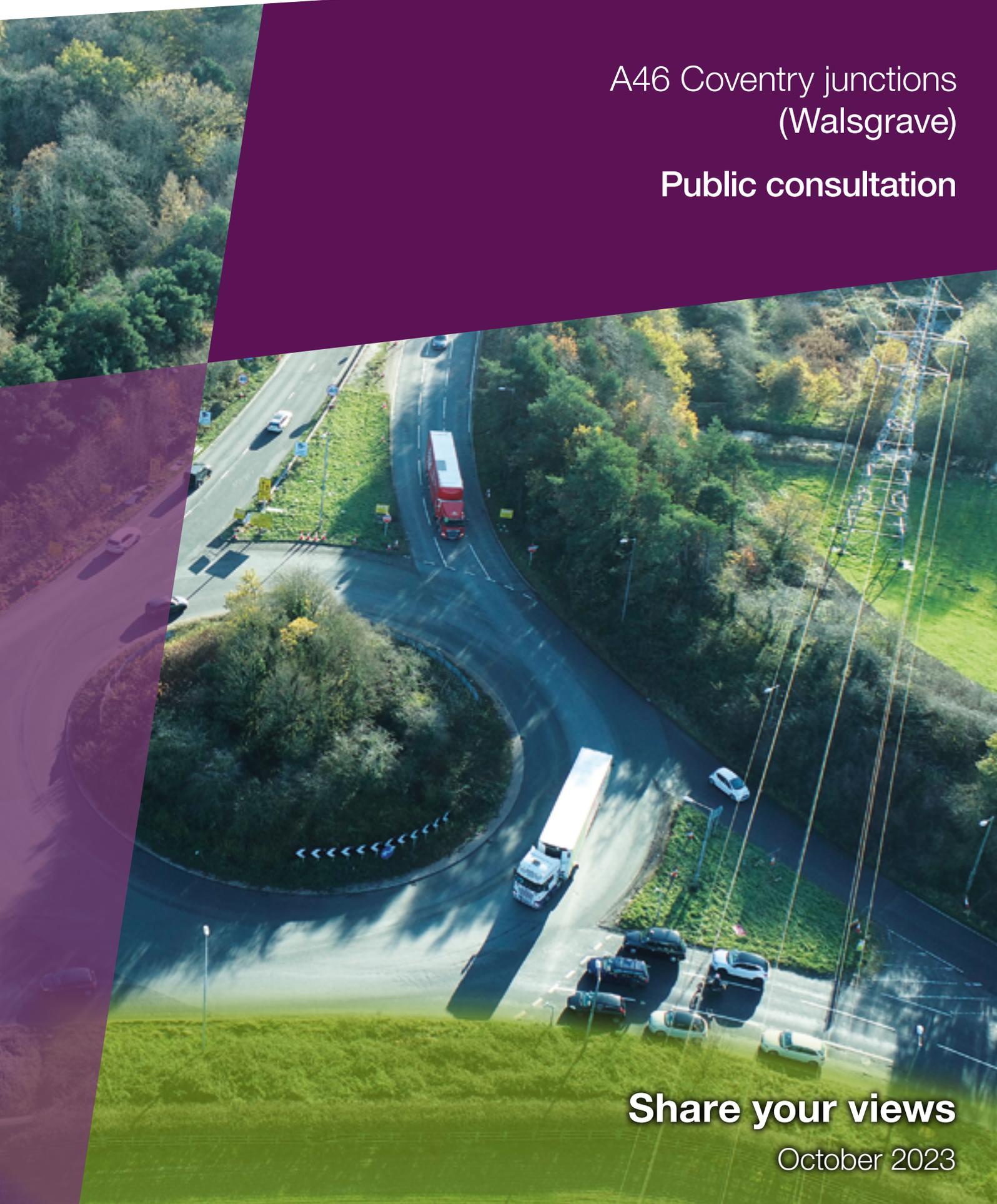


A46 Coventry junctions
(Walsgrave)

Public consultation



Share your views

October 2023

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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. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The Coventry junctions (Walsgrave) scheme is part of National Highways' commitment to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we're required to make an application for a Development Consent Order (DCO) to obtain the equivalent of planning permission to construct the scheme. For more information about the process, visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

In this brochure we explain our proposals for the scheme. Alongside the brochure is the consultation response form (also available to fill out online) for you to provide us with feedback, which will help us shape the scheme before we submit our application for development consent.

How to respond

We're now holding a public consultation on our proposals. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for six weeks, from **25 October to 6 December 2023** and there are lots of ways to learn about our proposals.

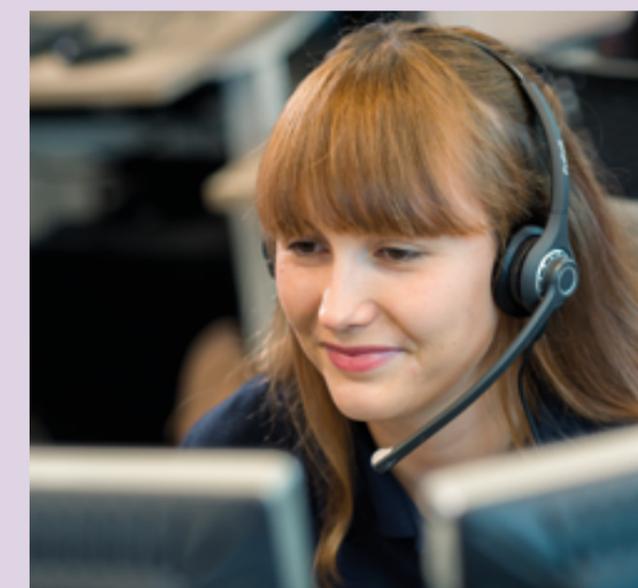
Why not come along to one of our public consultation events? See overleaf for information about these events. Alternatively, you can view all the consultation materials on our webpage: <https://nationalhighways.co.uk/A46Coventry>.

Please give us your views using one of the following methods:

- Complete a response form online via the scheme webpage: <https://nationalhighways.co.uk/A46Coventry>
- Email your response to: A46CoventryJcns@nationalhighways.co.uk

- Send a completed response form or letter to:
Freepost A46 WALSGRAVE SCHEME

All responses should be submitted by 11.59pm on 6 December 2023.



Public consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Saturday 4 November 2023, 10am – 2pm
Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Friday 17 November 2023, 2pm – 8pm
Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS	Thursday 30 November 2023, 2pm – 8pm

Other events

In addition to the public consultation events, we're also holding 'pop up' events and an online webinar. The dates and times of these events can be found on our dedicated scheme webpage:

<https://nationalhighways.co.uk/A46Coventry>

Any changes to these events will be communicated on the scheme webpage and on social media. You can also call us to confirm that an event is going ahead.

Where to get the brochure and find out more information

As part of this consultation, we've produced the following to help you understand our proposals:

- Consultation brochure
- Preliminary Environmental Information Report (PEIR)
- Non-technical summary of the PEIR
- Mapbook containing General Arrangements, Plan and Profile drawings and Land Use drawings of the scheme

are available upon request from our project team (see contact details on page 26).

The following deposit locations will hold printed copies of consultation materials available for inspection from **25 October to 6 December 2023**.

You can sign up to receive regular updates via our scheme webpage.



You can access the consultation materials online at <https://nationalhighways.co.uk/A46Coventry>.

Printed copies of our brochure and response form will be available free of charge at deposit locations and consultation events throughout the consultation period. Copies of other consultation documents and plans will be available online and for inspection only at our consultation events and deposit locations. Copies of accessible versions of our consultation materials

Deposit location	Opening times	
Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	2pm to 6pm 2pm to 6pm Closed 2pm to 6pm 2pm to 6pm 10am to 4pm Closed
Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday Saturday Sunday	9am to 5pm Closed Closed
Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday Saturday Sunday	9am to 5pm Closed Closed
Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday Saturday Sunday	8am to 6.30pm 9am to 1pm Closed
Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10am to 7pm 10am to 7pm Closed 10am to 7pm 10am to 7pm 9am to 4pm Closed
Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	2:30pm to 5pm 2:30pm to 5pm 2:30pm to 5pm 10:30am to 1pm 10:30am to 1pm 10:30am to 1pm Closed

Please note: opening times are correct at time of print. We'd advise you to check with venues directly.

Why is the Walsgrave junction scheme needed?

The Coventry junctions (Walsgrave) scheme is part of National Highways' commitment to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports. The A46 has historically experienced safety issues, and the section south of Coventry was in the top 45% for total casualties and in the top 250 collision locations in England.

The Coventry junctions scheme involves the upgrade of two at-grade junctions (Binley and Walsgrave) to provide relief from traffic congestion and to improve journey times by increasing the capacity on the A46 between the M6 and the M40. This will benefit both the strategic and local traffic needs and support future growth forecasts from Coventry City Council.

Walsgrave junction is the last remaining roundabout east of Coventry and north of Tollbar End junction that is at-grade, and as such it is a pinch point for traffic. The Tollbar End junction and M6 Smart Motorway improvements have increased the pressure on Binley and Walsgrave junctions.

The Binley roundabout is approximately 1.7km to the south of the Walsgrave junction. The A46 Binley junction improvement scheme was opened to traffic in November 2022, converting the junction from an at-grade signalised roundabout to a grade separated junction.

There are concerns that without further investment to reduce congestion on the A46, the benefits of the improvement works at Tollbar End junction would be limited. In particular, the current delays at the Walsgrave junction could undermine the existing investment which has been made on A46 improvements.

Objectives

We have developed a set of scheme objectives for Walsgrave junction that we are working to achieve, and these are described in full in Chapter 2 of the Preliminary Environmental Information Report (PEIR). The following is a summary of the objectives:

Reduce congestion

- Improve the operation and efficiency of the existing transport network associated with Walsgrave junction to increase capacity.

Safety and maintenance

- Maintain the A46 to a safe and serviceable condition with maintenance being considered during design.

Growth

- Support and facilitate economic growth, generating employment and residential development opportunities.

Environment

- Reduce negative impacts on the wider environment whilst seeking environmental enhancement.

Customer

- Reduce negative impacts on users, local communities and the environment whilst balancing the need of individuals and businesses that use and rely upon the A46.

What we've done so far

We've taken a phased approach to the A46 Coventry junctions upgrades. As construction works began at Binley junction, we started to assess various options to upgrade the Walsgrave junction. Our work showed that only one option was viable and could deliver the required improvements at the junction.

Between 11 January and 14 February 2022, we held a non-statutory public consultation on that viable option, known as Option 11. We also shared details on the discounted options and explained why these were not viable. The purpose of the consultation was to provide the local community and stakeholders with the opportunity to have their say on our proposals and share their ideas, concerns, and local knowledge with us.

The feedback from that consultation showed support for improvements at the Walsgrave junction and support for Option 11. We announced Option 11 as our preferred route in June 2022 and since then we've been developing the design.

We've also been carrying out a number of surveys including ground investigation and ecology assessments. The results of these assessments will be used to inform the development of our design and programme of work.



Options consultation and what we said we'd investigate

Based on feedback from the public consultation last year, there were four areas we said we'd investigate further. Here is an update on where we've got to so far. This brochure also includes more information on the development of our proposed design.

Topic	What we've done
<p>Access to the hospital</p>	<p>A hospital link road is part of Coventry City Council's Local Plan (2017) as part of the Walsgrave Hill Farm site allocation. We've been working closely with the developer involved in this scheme and our proposed design accommodates a potential future access point for a dedicated route into University Hospitals Coventry & Warwickshire for blue light access and staff car parking. We'll continue to work with the developer and Coventry City Council to ensure our scheme allows the hospital link road to progress.</p>
<p>Walking and cycling provision</p>	<p>Through consultation with the local authorities and user groups, we are aware of the aspiration to improve cycling and walking connections in the area. Our proposed design includes a new signalised pedestrian crossing and space within the new highways area to allow a future footway or cycleway to be delivered as other developments in the area progress in planning.</p> <p>See page 12 for more information.</p>
<p>Proposed 50mph speed limit</p>	<p>We've continued to engage with local stakeholders including Warwickshire County Council and Coventry City Council about changes to the speed limit.</p> <p>See page 11 for more information.</p>
<p>Impact on local road network</p>	<p>We've been building a traffic model to help us understand the impact our proposals might have on both the Strategic Road Network and local roads. The traffic model outputs will feed into our application for development consent but we have presented some early findings in this brochure.</p> <p>See page 20 for more information.</p>



Our proposed design

This section describes the proposed scheme.

- Realignment of the existing A46 dual carriageway through the existing junction, for a length of approximately 880m with a 50mph speed limit.
- Realignment of B4082 link road single carriageway with a 40mph speed limit running parallel to the A46 for approximately 910m connecting into the proposed dumbbell junction.
- A new junction which consists of two new roundabouts connected via a new bridge over the A46.

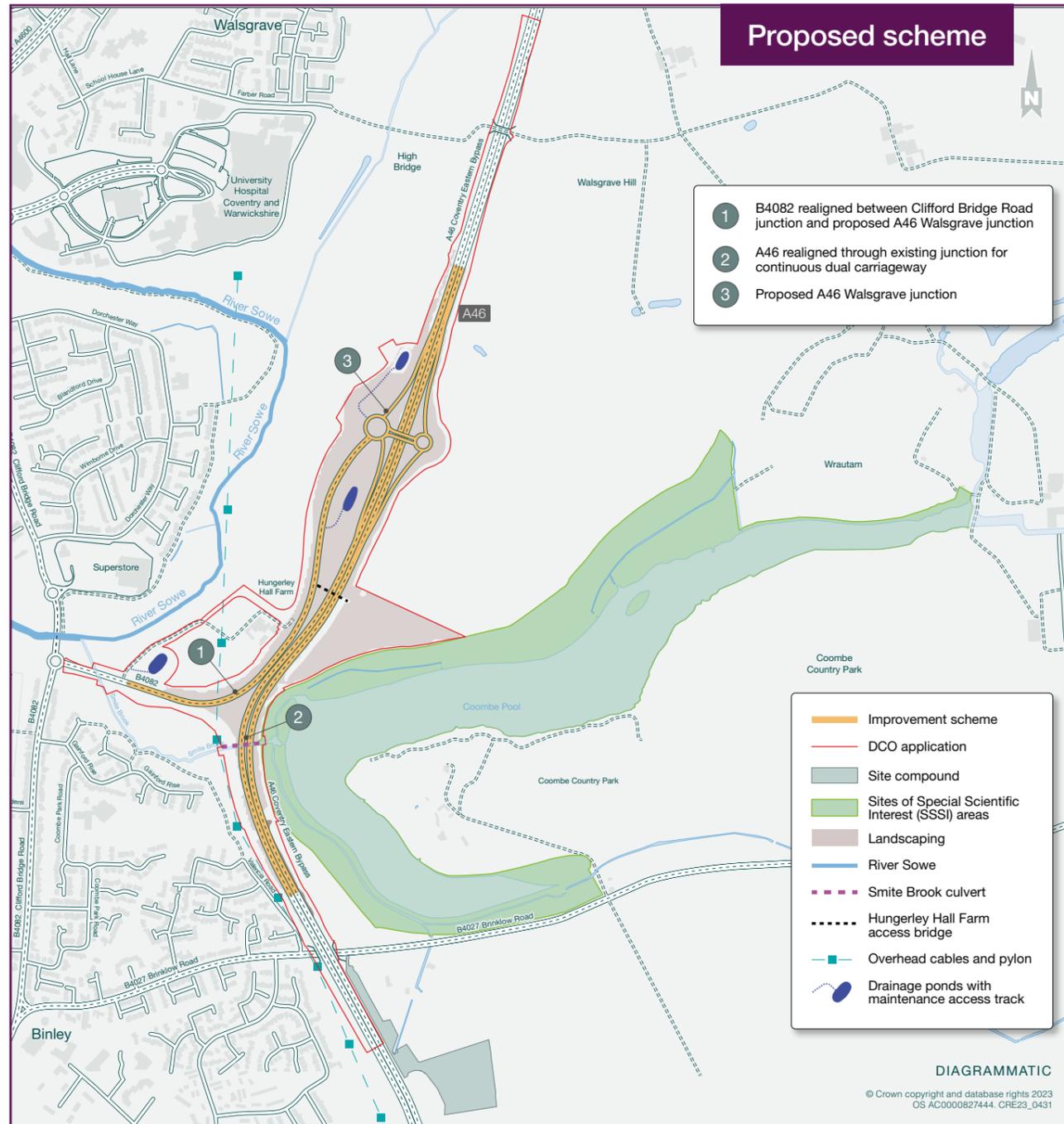


Figure 1 – Proposed scheme layout.



Proposed A46 Walsgrave junction looking north.



Proposed Walsgrave junction bridge from A46 northbound.

Order Limits

- Figure 1 shows our provisional Order Limits using a red line boundary. Land inside this boundary would either be:
 - permanently affected by the scheme
 - temporarily affected while construction takes place
- The permanent and temporary land take is shown in our Mapbook.

A46

- The A46 is realigned to provide a continuous dual carriageway through the existing Walsgrave junction.
- The majority of the scheme will be at existing road level. Starting from Brinklow Road, the first 300m of the A46 will be at the existing road level before gradually rising to a maximum of 0.7m above the existing road and then returning to existing road level at Hungerley Hall Farm access bridge. The raised section is due to the existing road level being higher and meets design standards.
- Due to the curvature of the new road, the speed limit through the A46 Walsgrave junction would need to be reduced to 50mph to meet design standards. Please see the section on speed limits for more information.

B4082

- The B4082 link road remains as a two-lane single carriageway on the existing alignment towards the proposed Walsgrave junction for approximately 245m.
- A new section would be created, taking the road north towards the proposed Walsgrave junction.
- The road would be in a cutting (below existing ground level) between Hungerley Hall Farm and the A46 before it rises on an embankment (above existing ground level) to meet the new junction. This would provide access from the local road network onto the A46 northbound and southbound.
- We propose reducing the speed limit on the B4082 to 40mph to meet design standards. Please see the section on speed limits for more information.

Existing junction and lay-bys

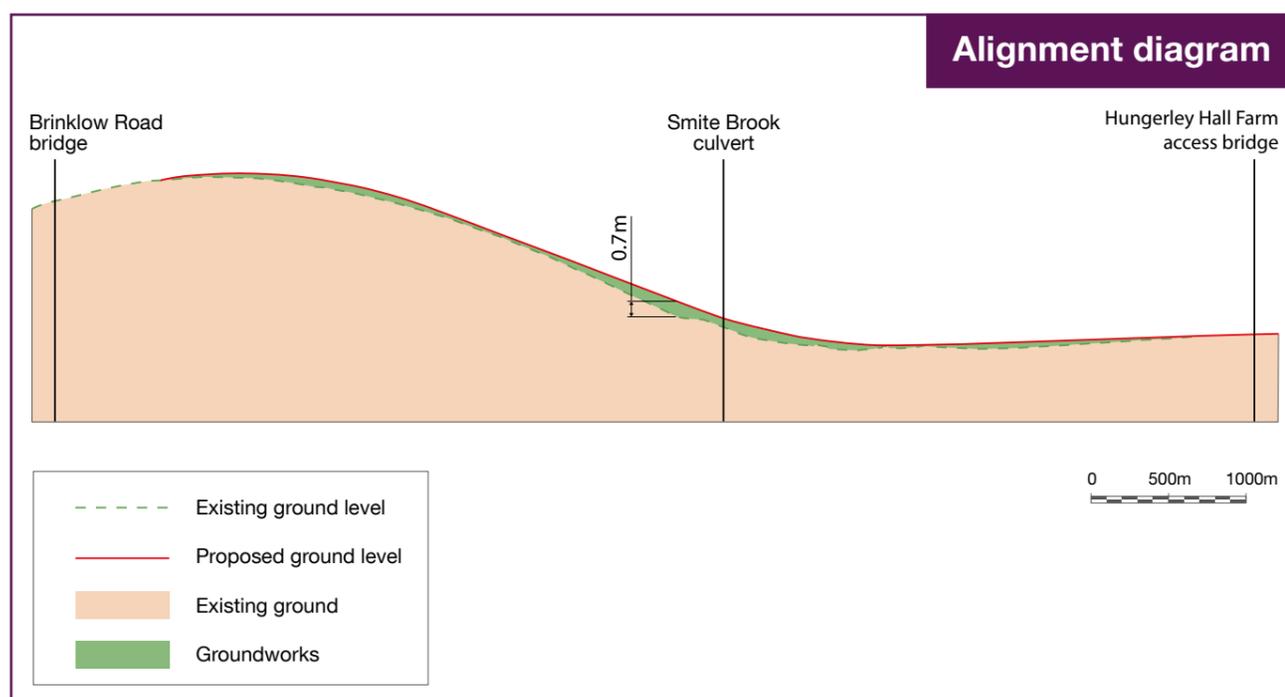
- The existing Walsgrave roundabout and two existing lay-bys will be removed and replaced with landscaping as shown in Figure 1.

New junction

- The proposed new junction connects the local road network via the realigned B4082 to the A46 northbound and southbound.
- The junction is made up of a western and eastern roundabout connected by a new bridge that crosses over the A46 at approximately 9m above the existing road level. We're looking to reduce the height of the bridge as the design develops.
- The western roundabout has been designed to accommodate a future access route for emergency services vehicles to the University Hospital, which would be delivered by others in the future and does not form part of this scheme.

Speed limits

- The guidelines we follow when designing roads say that, depending on the extent of the curve, curved roads should have speed limits in place to ensure a safe driver experience. As a result, we would need to reduce the speed limit on the A46 from 70mph to 50mph.
- Our proposals also include extending the B4082 from Clifford Bridge Road to the proposed new junction. The road would curve from the existing junction location and pass between the A46 and Hungerley Hall Farm to join the new junction. We're proposing to reduce the speed limit on the B4082 from 60mph to 40mph.



Visualisation of B4082 approaching roundabout.

Other existing structures

- Our intention is to keep the existing access bridge for Hungerley Hall Farm. We're carrying out a structural survey and will retain the bridge if it is in a suitable condition. This may require a slight amendment to our design of the B4082 near Hungerley Hall Farm.
- We're carrying out a structural survey later this year and will retain the bridge if it is in a suitable condition. This may require a slight amendment to our design of the B4082 near Hungerley Hall Farm.
- The A46 realignment south of the existing junction runs over Smite Brook culvert, which connects into Coombe Country Park to the east of the scheme. The culvert will be retained with the realigned road running over a wider section of the structure.

Walkers, cyclists and horse riders

- The proposed scheme doesn't impact any existing walking, cycling and horse-riding (WCH) facilities, nor does it lead to any changes to the local WCH network.
- From our early assessment and through engaging with Coventry City Council, Warwickshire County Council and WCH user groups, we've identified opportunities to improve the WCH network in the area.
- Our proposed design includes a new signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout (see diagram below.)
- If the Hungerley Hall Farm access bridge is retained, there is potential to convert it into a shared footway/cycleway and farm access bridge in the future.
- We've included sufficient space within the new B4082 verge to allow a future footway/cycleway to be delivered to the bridge.

Drainage

- Three drainage features, known as attenuation basins, are proposed. These will contain surface run off before discharging to the River Sowe.
- The drainage features will be located off the B4082 near the existing Hungerley Hall Farm access road, between the new section of the B4082 and A46 and to the north of the proposed western roundabout. These are shown on Figure 1.

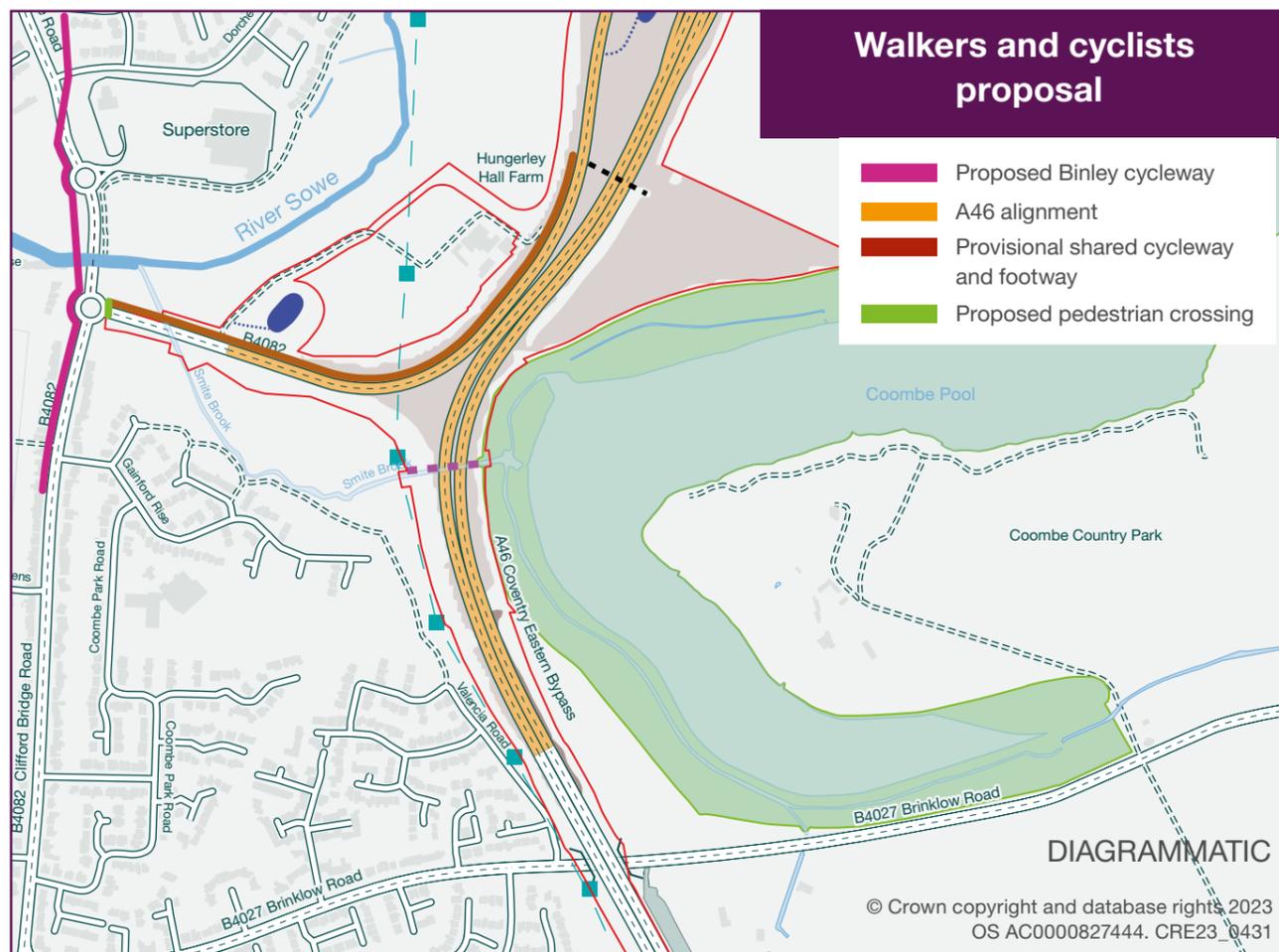
Technology and signage

- One existing gantry sign will be relocated south of the proposed junction on the northbound carriageway. We'll extend the cables and infrastructure to the new gantry location.

Utilities

- There is a National Grid overhead line to the west of the A46 and over the existing B4082. We don't anticipate any impact on the overhead line and we'll work with National Grid to ensure we allow enough working space.
- There are other utilities in the vicinity of the scheme but we don't anticipate any impact on these. We're undertaking further surveys to verify this and to confirm if any other diversions or measures to protect utilities are needed.

Have your say
 Section 1 of the Response Form asks a series of questions on the need for the scheme and its design. Please let us know what you think.



What the scheme means to you

In this section we've described what the scheme means for you from an environmental and health perspective, how traffic would be impacted and what you can expect during construction.

The environmental and health impacts of the scheme

As part of our development of the scheme and our preparation for this consultation, we've produced a document called the Preliminary Environmental Information Report (PEIR). It explains all of the work we've done up to this point to assess the potential effects of our plans on the environment – both positive and negative and sets out how we intend to reduce any negative impacts. The PEIR is broken down into a series of theme-based headings – for example, Air Quality or Cultural Heritage – but also considers the cumulative effects of any negative impacts associated with those individual themes.

Another document – the PEIR Non-Technical Summary (PEIR NTS) – is a shortened version of the PEIR. For our consultation brochure, we've provided

an even shorter summary of the theme-based sections of the PEIR. We recommend that you look at the PEIR or the NTS if you'd like a more detailed assessment of the themes that are described in the following tables, or if you'd like to understand more about how environmental impacts have been assessed.

When we submit an application to the Planning Inspectorate for consent to build the scheme, we'll provide an Environmental Statement (ES), which will build on the findings of the PEIR and provide even more detail.

Have your say
 Section 2 of the Response Form asks a series of questions on the environmental impacts of the scheme and our plans to mitigate them. Please let us know what you think.

Air quality	
Key considerations	There are a number of residential properties within 100m of the scheme and the Coombe Pool Site of Special Scientific Interest (SSSI) is located less than 50m from the scheme. During construction there could be short-term impacts from dust, and once open there is risk that the scheme may generate air quality impacts due to the redistribution of traffic and the realignment of the roads.
How we'll assess our impacts	We'll undertake a detailed assessment to determine the scheme's impact on air quality. Initially we'll carry out air quality monitoring surveys at key locations around the scheme. We'll then model effects for the scheme's opening year of 2028, as this is expected to be the worst year for adverse air quality impacts, because of anticipated improvements in vehicle emissions in the future, such as the uptake of electric vehicles.
How we'll mitigate our impacts	<p>Short-term construction impacts will be mitigated and managed by using best practice construction measures, such as dust suppression and wheel washing of construction vehicles before they leave construction sites.</p> <p>To assess the operational impact on local human and environmental receptors, an assessment of air quality impacts will be undertaken as part of the ES. If necessary, mitigation measures will be introduced, and these will be explained further in the ES which will be submitted as part of our DCO application.</p>

Biodiversity Net Gain (BNG) is a way of leaving an area's biodiversity in a measurably better state than it was before development. We'll deliver improvements for biodiversity by retaining, enhancing or creating habitats within the scheme's Order Limits.

Biodiversity	
Key considerations	The scheme could affect protected species, such as bats, breeding and wintering birds, badgers and barn owls. Wildlife habitats that could also be affected include Coombe Pool SSSI, River Sowe tributaries, local non-statutory designated sites and local habitats such as woodland, floodplain grazing or arable foraging.
How we'll assess our impacts	We've undertaken and will continue to undertake a number of desk-based assessments and on the ground ecological surveys to assess designated sites, habitats and protected species, which will identify where protected species are present across the scheme and inform the potential impacts of the scheme.
How we'll mitigate our impacts	<p>Mitigation measures are likely to include incorporating sensitive lighting, habitat creation and new planting with the aim of achieving no overall loss of biodiversity as a result of the scheme. Habitat creation will help to mitigate for the loss of habitats that currently support protected species.</p> <p>The impact during construction will be managed by strict adherence to the measures and commitments that will be set out in the Environmental Management Plans, which will be submitted as part of the application for development consent.</p>
Cultural heritage	
Key considerations	The scheme could result in direct or indirect impacts on heritage assets like historic buildings, historic landscapes and buried archaeological remains. The scheme design has the potential to change views of or from heritage assets and remove or damage archaeological remains during construction. The key visual heritage assets adjacent to the scheme are Hungerley Hall Farm (Grade II) and Coombe Country Park (Grade II*). Hungerley Hall Farm includes a yard wall, a garden wall to the farmhouse and a barn, which may be impacted by the scheme.
How we'll assess our impacts	To understand impacts on known heritage assets we've started to assess the value of the affected assets and the sensitivity to change. We'll then determine potential effects caused by the proposed scheme. We've already undertaken walkover surveys and archaeological surveys are planned in the near future. All findings will be reported in the ES.

<p>How we'll mitigate our impacts</p>	<p>Where impacts on heritage assets are deemed significant, the scheme will propose design mitigation measures which will be included and assessed within the ES.</p> <p>Potential mitigation measures during construction could include the recording of archaeological remains and appropriate protection or archiving before or during construction. Any mitigation measures will be agreed through consultation with the relevant stakeholders.</p> <p>During the operation of the scheme, there may be impacts on the setting of heritage assets. These impacts will be mitigated as much as possible through design and landscaping proposals, which will be assessed and reported in the ES.</p>
<p>Landscape and visual effects</p>	
<p>Key considerations</p>	<p>The scheme could alter the character of the local landscape and alter views due to the loss of vegetation and changes in ground levels.</p> <p>The construction phase activities will create short-term changes by creating haulage routes, temporary compounds and soil storage areas.</p> <p>Once the scheme is open the changes will mainly be due to the new local road alignment, new highway structures, drainage features and associated embankments/earthworks.</p>
<p>How we'll assess our impacts</p>	<p>Detailed desk studies of the area have been undertaken, as well as site surveys and photography. A full assessment of all aspects, in accordance with Landscape and Visual Impact Assessment guidelines, will be undertaken to allow us to evaluate how the changes could affect landscape character and views. The assessment will also identify opportunities to avoid, reduce or mitigate potential impacts and these will be reported as part of the ES.</p>
<p>How we'll mitigate our impacts</p>	<p>We've designed the scheme to avoid or reduce adverse effects through good road design, responding to the landscape character and considering views within local communities.</p> <p>To mitigate impacts we'll carefully develop planting proposals to help integrate the scheme into the existing landscape. Planting could include trees and shrubs, and new areas of woodland to break up the scale of the road and help screen new highway assets. We'll also work with ecologists and arboriculturists to consider opportunities for wildlife habitats within the scheme.</p>

<p>Road drainage and the water environment</p>	
<p>Key considerations</p>	<p>Within the scheme area is Smite Brook, which flows into the nearby River Sowe, and Coombe Pool, which is located close to the proposed works.</p> <p>There is a risk that the scheme could impact the local water environment during construction and operation. There are risks associated with surface water pollution, flooding, changes to groundwater levels and surface water flows.</p>
<p>How we'll assess our impacts</p>	<p>Assessments of flood risk, water quality, groundwater and river flow characteristics will be undertaken to identify issues. We'll work with the local authorities and the Environment Agency to develop mitigation and opportunities. The potential impacts will be assessed fully and reported in the ES.</p>
<p>How we'll mitigate our impacts</p>	<p>We'll mitigate and manage construction impacts by using best practice construction measures, which will be set out in the Environmental Management Plans and submitted as part of the application for development consent. This will include mitigation measures to avoid flooding, pollution and impacts on watercourses during construction.</p> <p>We'll design the scheme to avoid flood risks and to reduce the impacts on the water environment. For example, new drainage features, such as attenuation basins, will be built to reduce the impact of storm flows on the local water environment.</p>
<p>Climate</p>	
<p>Key considerations</p>	<p>Our scheme will generate carbon emissions during the construction and operational phases. The causes of these emissions will include the use of materials, fuel and electricity to build and maintain the scheme, and vehicles using the completed junction.</p>
<p>How we'll assess our impacts</p>	<p>We'll undertake a climate change impact assessment to determine the carbon footprint of the scheme. This will include an assessment of the carbon emissions during construction and operation using carbon accounting tools and methods such as life cycle assessments.</p> <p>We'll also undertake a climate change resilience assessment to understand the potential vulnerability of the scheme when subjected to projected climate change impacts, such as weather changes.</p>

How we'll mitigate our impacts	A carbon reduction target from concept stage to the end of construction will be identified in the ES. We'll constantly review and challenge the design proposals in order to meet this reduction target. This will involve identifying carbon saving opportunities, such as the use of sustainable fuels and building materials, optimising the existing road infrastructure where possible and improving resource efficiency.
Noise and vibration	
Key considerations	<p>Temporary noise and vibration effects could occur during the construction phase of the scheme. This would be a result of on-site activities along the whole route, including excavation, piling, pavement construction and construction traffic.</p> <p>Operational impacts from noise could arise from changes in traffic distribution and the re-alignment of existing carriageways closer to receptors. Some impacts of the scheme maybe positive, with existing traffic flows diverting away from minor roads.</p>
How we'll assess our impacts	We'll undertake noise surveys at specific locations around the scheme to obtain existing noise levels. We'll then use the traffic data and noise modelling software to calculate the road traffic noise and vibration levels in the future. This will allow us to identify areas where noise level changes may occur and where mitigation measures are needed in our design. Our assessment and results will be reported in the ES.
How we'll mitigate our impacts	<p>Where our assessments identify significant changes in noise levels, mitigation measures such as low noise surfacing, noise barriers and bunds will be provided.</p> <p>We'll mitigate and manage construction impacts by using best practice construction measures, which will be set out in the Environmental Management Plans that will be submitted as part of the application for development consent. This could include ensuring the noisiest activities are not carried out at night and providing shielding to noisy items of plant.</p>
Geology and soils	
Key considerations	The scheme encroaches onto agricultural land and could potentially affect the quality of the soils within adjacent fields. We may also encounter soil contamination from local historical landfill sites.

How we'll assess our impacts	<p>We planned our ground investigation surveys to better understand the nature of the ground beneath which the scheme would be built and to give us data on the presence of any contaminated soils.</p> <p>We'll also undertake an agricultural survey to inform on the impact on local agricultural land.</p> <p>All survey information will be assessed and reported on within the ES.</p>
How we'll mitigate our impacts	We'll set out controls to ensure identified risks associated with contamination are managed and minimised during the construction stage. These will be identified in the Environmental Management Plans which will be submitted as part of the application for development consent. It is predicted that operation of the scheme is unlikely to give rise to any significant effects.
Material assets and waste	
Key considerations	<p>Our initial assessment has found that no significant effects are predicted based on current assumptions.</p> <p>The Environmental Management Plan which will be submitted as part of the application for development consent will set out targets for the use of reused, recycled or secondary aggregates as well as the re-use of excavated material.</p>
Population and human health	
Key considerations	<p>Construction of the scheme may cause temporary impacts on community amenities that are used by local residents. This may include impacts on noise, air quality, and temporary access to community assets via the existing transport network.</p> <p>There will also be some permanent and temporary loss of agricultural land as a result of construction of the scheme. This would result in loss of land from Hungerley Hall Farm and loss of land from other agricultural land holdings.</p> <p>The operational scheme may change noise, air quality, visual, and traffic effects in the area. It will also provide benefits of improved safety on the A46 and the potential provision for new walking, cycling and horse riding routes.</p>

<p>How we'll assess our impacts</p>	<p>We are identifying and evaluating land use and accessibility assets such as the routes people use, farms, residential land and businesses, recreational areas and other community assets.</p> <p>We'll assess all land-use, accessibility and human health effects during construction and operation. The assessment will also take into account the results of our air quality, noise and vibration, geology and soils, and landscape and visual assessments. The findings will be reported within the ES.</p>
<p>How we'll mitigate our impacts</p>	<p>Access to all local facilities will remain open during construction, though some temporary diversions will be needed. The locations, timings and durations of temporary diversions would be decided closer to the beginning of the construction period, and could involve an extended period where diversions are limited mostly to weekends and overnight, or a shorter overall period in which a section of the A46 remains fully closed on a 24/7 basis.</p> <p>Our experience of delivering the A46 Binley scheme provides us with local knowledge of the area with regards to destinations, businesses and road usage. We'll ensure there is sufficient advance warning of road closures and work with the local authorities to ensure diversion routes are kept to a minimum.</p> <p>Any long term mitigation measures required will be addressed in the ES.</p>

Traffic volumes

To assess changes in traffic volumes, we've modelled and compared two scenarios – the “do something” scenario, which is the existing road network with the scheme, and the “do minimum” scenario, which is the existing road network and no changes (without the scheme). Both scenarios are based on the predicted traffic levels on the road network in 2025, which is the best estimate of the traffic forecast, based on our latest traffic modelling work.

The hours modelled in the traffic model are 07:00 to 09:00 in the morning, referred to as the AM peak, and 16:00 to 18:00 in the evening, referred to as the PM peak, as these are the busiest times of the day on main roads in the area.

We've used these scenarios to calculate Annual Average Daily Traffic (AADT) figures, with an increased AADT indicating more traffic using the A46 corridor due to its increased capacity, and a reduced AADT indicating that traffic is rerouting onto other roads.

Our modelling indicates that the scheme would result in a significant improvement to southbound traffic on the A46 through the junction. It shows nearly 8,500 vehicles of additional AADT north of Walsgrave and around 5,500 vehicles of additional AADT south of Walsgrave.

In the northbound direction, the increases are more modest at an additional 4,100 AADT north of Walsgrave, and very little change (300 AADT) south of Walsgrave. This suggests traffic rerouting back to the A46 near north of Walsgrave as a result of the Walsgrave scheme.

The diagram on page 23 compares the AADT flows between the two scenarios on different sections of the surrounding road network.

Traffic impacts of the scheme

To understand the benefits that our plans would provide, we've carried out traffic modelling to fully assess the impacts of the proposals on two key factors: predicted traffic volumes and journey times.

We've presented some early outputs from our traffic modelling in this section. We'll continue to update the traffic model, which will include:

- design changes to the scheme
- modelling the construction phases and the work required to build the scheme
- assessing and updating planning data

- incorporating the latest Department for Transport guidance
- using the latest predicted growth trends, capturing the long-term impact of COVID-19 and consequent changes in traffic patterns



Journey times

Analysis of the forecast journey times in the opening year demonstrates that the impacts of the proposals are primarily north-south along the M69 and A46 between M60 junction 1 and A46 Tollbar End. The northbound journey time impacts in the AM peak are minimal (a decrease of two seconds), however there is a reduction in delays in the PM peak of around two minutes.

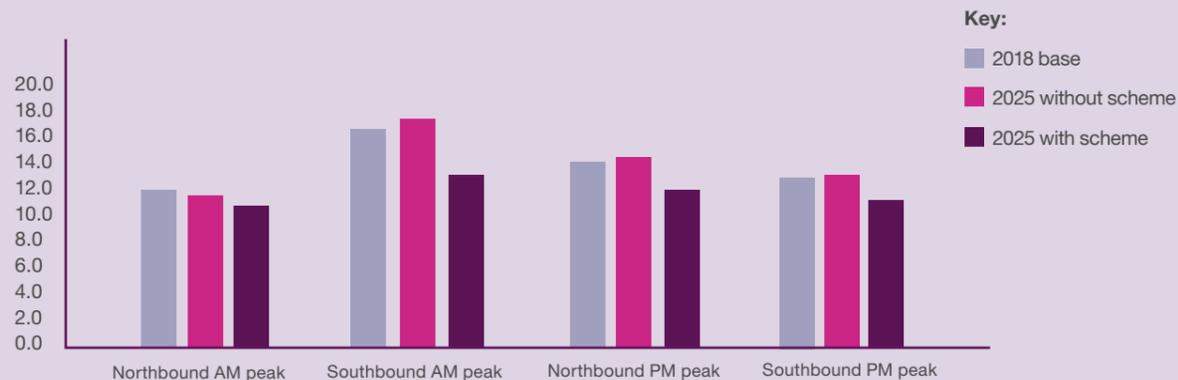
On the A46 southbound, modelling of both the AM and PM peak periods show large reductions in delays at Walsgrave: approximately four minutes in the AM peak and about two minutes in the PM peak. This would have the effect of encouraging traffic to reroute back to the A46 near Walsgrave

with the additional traffic causing slightly increased congestion elsewhere, including at Tollbar End, which would reduce some of the journey time savings created by our proposals. Overall, the southbound journey time from M69 junction 1 to the A46 Tollbar End would be reduced by between one and four minutes.

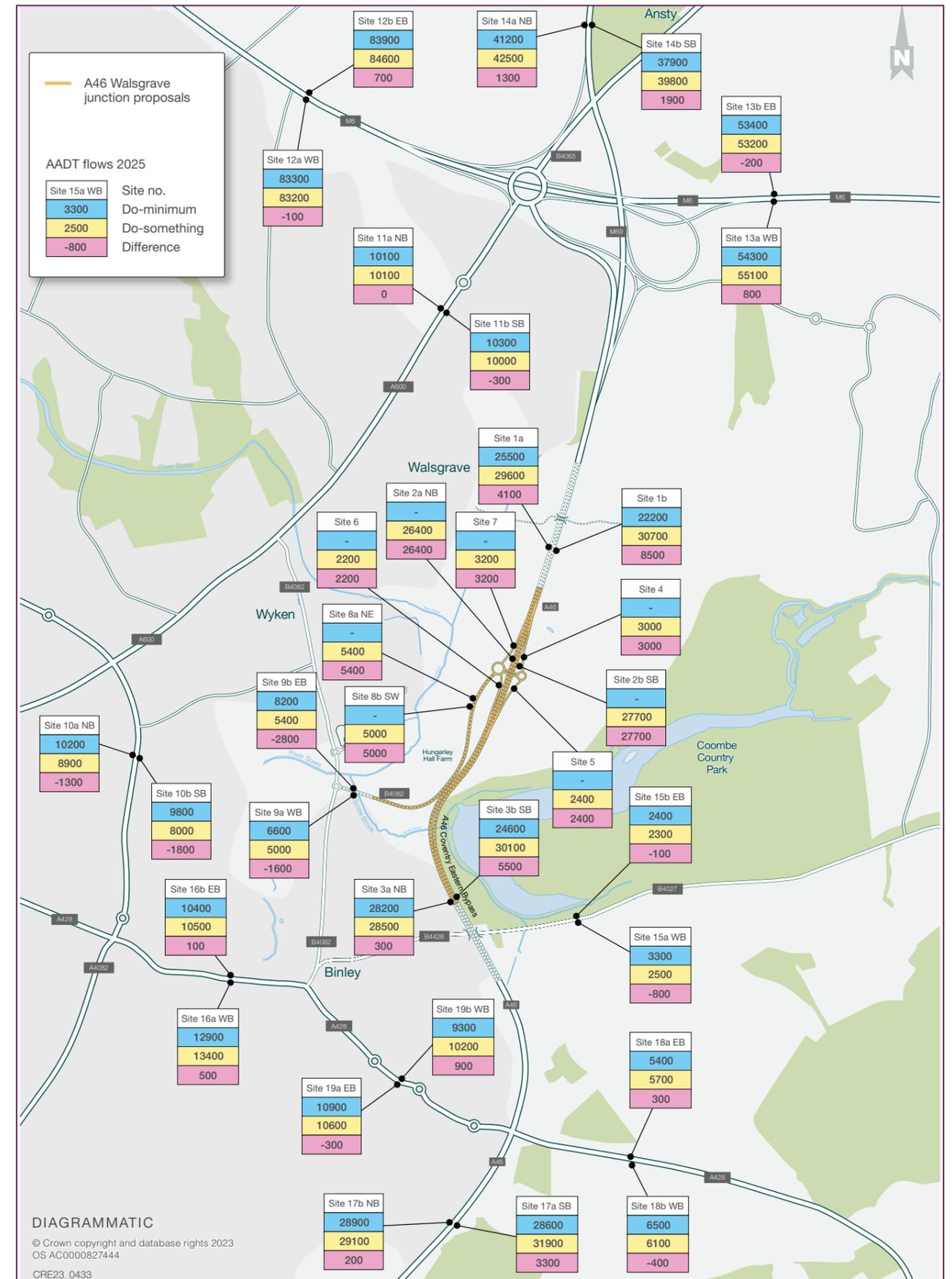
The table below sets out modelled journey times for M69 junction 1 to the A46 Tollbar End, comparing a 2018 baseline with the “do minimum” and “do something” scenarios described earlier.

A46 Tollbar End to M69 junction 1	2018 base (minutes)	2025 without scheme (minutes)	2025 with scheme (minutes)
Northbound AM peak	11.9	10.6	10.6
Southbound AM peak	16.7	17.6	13.2
Northbound PM peak	14.0	14.5	12.2
Southbound PM peak	13.0	13.0	11.2

Journey time changes between A46 Tollbar End and M69 junction 1



Have your say - Section 3 of the Response Form asks a series of questions on the traffic impacts of the scheme. Please let us know what you think.



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What you can expect during construction

We recognise that there may be times when the proposed scheme will have an impact on the local community during the construction phase. Having recently completed work on the A46 Binley junction, which is approximately one mile south of the Walsgrave junction, we have a good understanding of the local area.

We received positive feedback on our community engagement and we hope to continue to build on the good relationships we've already developed. We'll use our knowledge from the A46 Binley scheme and the feedback from this consultation to minimise the disruption to the local community during the construction phase.

We'll employ a Community Manager who will keep you informed of our activities ahead of and throughout the construction phase. We'll also provide regular updates on our scheme webpage and through social media as well as providing opportunities to meet face to face.

Location of construction compounds

Subject to planning permission, we'd use an existing construction compound, previously used on the A46 Binley scheme, located to the south of the Brinklow Road (B4428) and the east of the A46. This compound will be used for site offices, welfare and storage of plant and materials. It would be accessed via an existing access road from Brinklow Road.

A second smaller compound would be required to provide welfare facilities and will be located within the provisional Order Limits. The location will be determined once we develop the order of construction works and will be positioned to suit the areas of construction. This compound would help to minimise the traffic movements of our workers so they wouldn't need to travel to the main compound to use welfare facilities.

When construction would take place

If a Development Consent Order (DCO) is granted, it is expected that construction will start in late 2026 with the works completing in late 2028. Any updates to the construction programme would be reflected on the scheme webpage.

Traffic management during construction

We recognise that building the scheme would require roadworks and diversions which could affect those living and working in the area. We're committed to minimising these impacts and will work closely with local authorities and key local stakeholders to help plan our work. Interfaces with other nearby roadworks will also be managed to minimise delays.

The locations, timings and durations of construction work requiring lane or road closures and diversions would be decided closer to the beginning of the construction period. This could involve an extended period where diversions are limited mostly to weekends and overnight, or a shorter overall period in which a section of the A46 remains fully closed on a 24/7 basis until the work is complete. These and other options would be the subject of ongoing discussions with the relevant stakeholders, and we will also consider feedback provided through this consultation.

All planned temporary traffic management measures will be communicated to stakeholders, including local residents, in advance and signed diversion routes will be put in place. Local roads which are likely to be used for diversion routes are Hinckley Road, Ansty Road, Clifford Bridge Road and Brandon Road.

Have your say

Section 4 of the Response Form asks a series of questions on our construction plans. Please let us know what you think.

Construction working hours and noise

As part of our DCO application, we'll produce the first iteration of an Environmental Management Plan (EMP). This will set out the proposed construction working hours following our discussions with local authorities.

The majority of the construction works would be undertaken during normal working hours but for safety and operational reasons, some works, such as the installation of temporary traffic management and final surfacing works, will need to be undertaken at night. Wherever possible, we'll carry out noisy activities during normal working hours.



Next steps

Once the consultation has closed on 6 December 2023, we'll review all the suggestions and comments received during consultation. We'll take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures.

We'll set out a summary of the responses received and the themes raised and aim to publish this in March 2024. The full consultation report, summarising all the responses, and describing how our proposals have been informed and influenced by them, will form part of our DCO application. This will be available to the public if our application is accepted by the Planning Inspectorate. We expect to submit our application by autumn 2024 and, if consent is granted, work will start in autumn/winter 2026. In addition to this consultation process, we'll continue to engage with anyone interested in or impacted by the scheme. To help us shape the final design

before we submit it to the Planning Inspectorate, it is important you are involved now and submit your response **by 11.59pm on Wednesday 6 December 2023.**

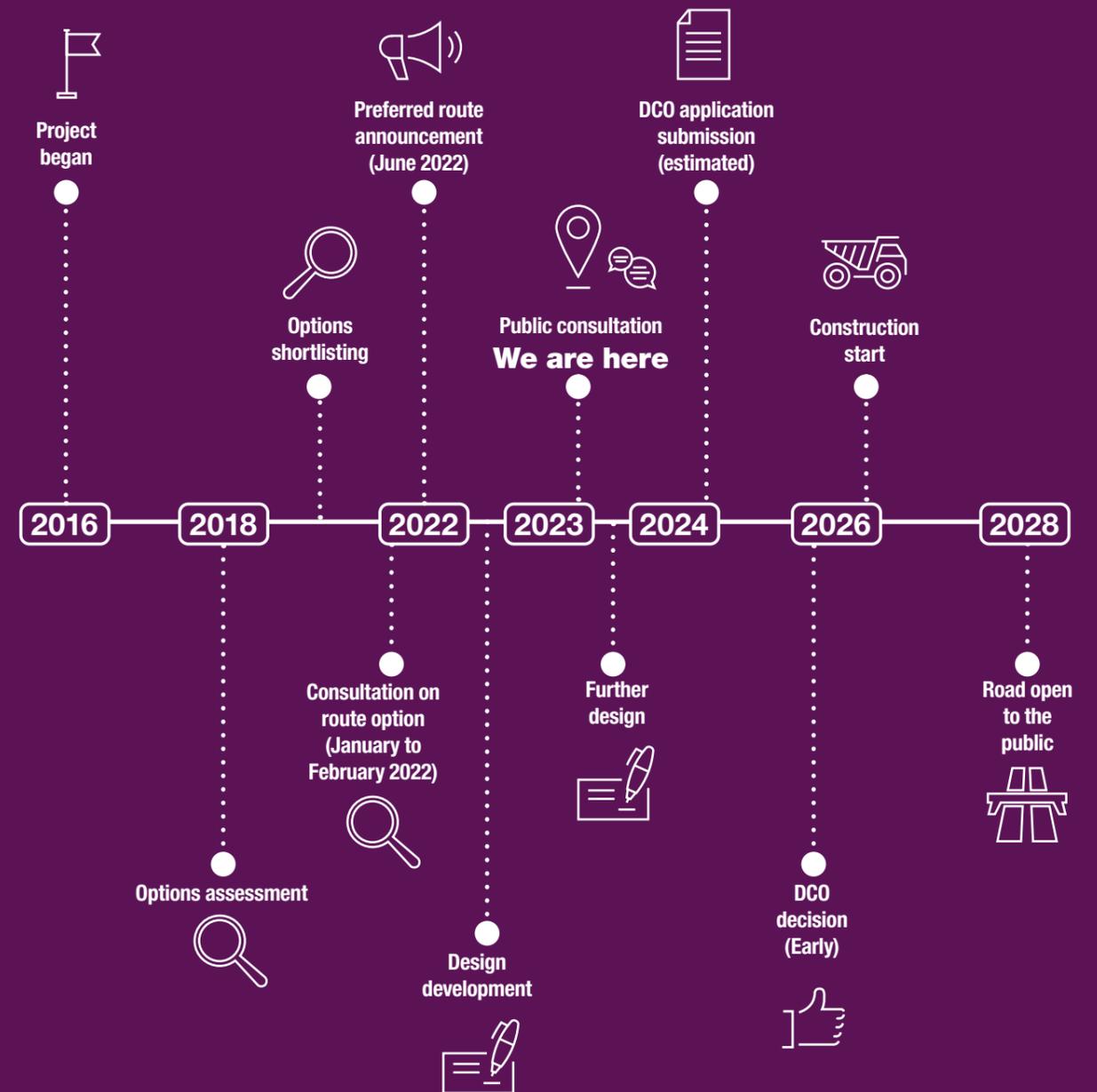
Once we submit our DCO application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

For more information please visit our webpage where you can also sign up for email alerts whenever the webpage for this scheme is updated: <https://nationalhighways.co.uk/A46Coventry>

If you have any queries about this scheme please contact the project team directly by calling **0300 123 5000** or emailing **A46CoventryJcns@nationalhighways.co.uk**



Project timeline



Your data, your rights

Data protection and you

On 25 May 2018, the UK General Data Protection Regulations (UKGDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by National Highways and its appointed

contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the UKGDPR regulations you have the following rights:

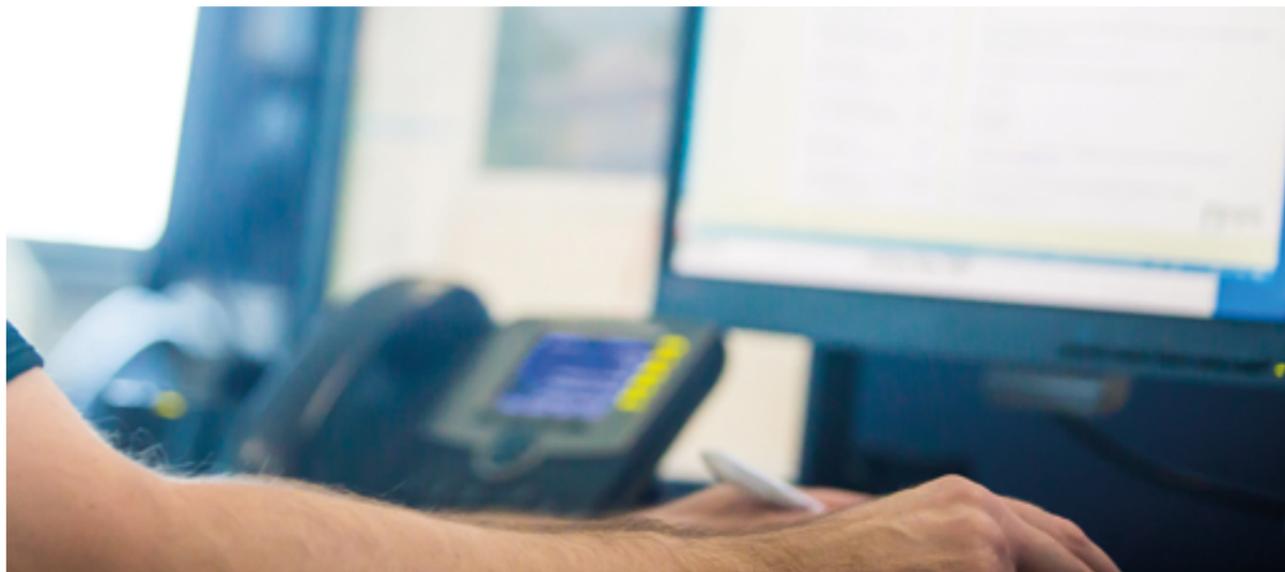
- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@nationalhighways.co.uk



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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