

A45/A46 Tollbar End Junction Improvement Scheme

OUTLINE STATEMENT OF CASE

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CONTENTS

1.0	INTRODUCTION.....	2
2.0	DRAFT ORDERS.....	3
3.0	TRUNK ROADS AND GOVERNMENT POLICIES.....	6
4.0	THE NEED FOR THE SCHEME.....	10
5.0	BACKGROUND TO THE PROPOSED SCHEME.....	14
6.0	DESCRIPTION OF THE PROPOSED SCHEME.....	19
	Environmental Mitigation.....	22
7.0	ASSESSMENT OF PROPOSED SCHEME.....	23
	Assessment Methodology.....	23
	Engineering Assessment.....	23
	Traffic and Economics.....	25
	Environmental Impact Assessments and the Environmental Statement.....	26
8.0	OBJECTIONS AND REPRESENTATIONS.....	33
9.0	CONCLUSIONS.....	34

APPENDICES

A	APPRAISAL SUMMARY TABLE (v26 – 3 March 2009)
B	SCHEME LAYOUT
C	LIST OF OBJECTIONS AND REPRESENTATIONS

1.0 INTRODUCTION

- 1.1 The Secretary of State for Transport (the Secretary of State) has published proposals for improving the existing junction at A45/A46 Tollbar End. They are contained within the draft Orders (draft Orders) published under the Highways Act 1980 and the Acquisition of Land Act 1981.
- 1.2 This Outline Statement of Case is required by Rule 5 (4) of the Highways (Inquiries Procedure) Rules 1994 and the Compulsory Purchase by Ministers (Inquiries Procedures) Rules 1994. It sets out the case the Secretary of State will put forward at the Public Inquiry, planned for January 2010, in support of the draft Orders being made. It sets out the principal submissions to be made covering:-
- i) Government Policy and objectives.
 - ii) The need for the Scheme
 - iii) The background to the proposals
 - iv) A description of the proposed Scheme and any necessary mitigation
 - v) A description of the draft Orders
 - vi) An assessment of the Scheme
 - vii) The objections and representations received in response to the publication of draft Orders
- 1.3 Since the publication of the draft Orders and in parallel with considering objections and representations made to them, the Highways Agency (HA) has continued to refine some aspects of the design and the assessment of the proposals to take into account the latest information and techniques. The opportunity is being taken to update the traffic data, the economic assessment and the environmental assessment of the Scheme. These further studies and updates to the proposals will be set out in the HA Statement of Case and Proofs of Evidence.

2.0 DRAFT ORDERS

2.1 The Secretary of State published three draft Orders on the 26 March 2009, under the Highways Act 1980, as follows:

- The A45 Trunk Road (A45/A46 Tollbar End Junction Improvement) Order 200_.

This is an Order under Sections 10 and 41 of the Highways Act 1980, which identifies the line of the roads which the Secretary of State proposes to construct and classify as trunk roads.

- The A45 Trunk Road (A45/A46 Tollbar End Junction Improvement) (Side Roads) Order 200_.

This is an Order under Sections 14 and 125 of the Highways Act 1980 which will enable the Secretary of State to improve, stop up and construct new local highways and to stop up and provide new private means of access to premises affected by the Scheme.

- The A45 Trunk Road (A45/A46 Tollbar End Junction Improvement) Compulsory Purchase Order (MP No. XX) 200_.

This is an Order under Sections 239, 240, 246 and 260 of the Highways Act 1980, as extended and supplemented by Section 250 of that Act, and under Section 2 of the Acquisition of Land Act 1981 which would authorise compulsory acquisition of land and rights for the following purposes:

- i) The construction and improvement of the new trunk road
- ii) The construction and improvement of highways and the provision of means of access in pursuance of the Side Roads Order
- iii) The mitigation of adverse effects of the Scheme
- iv) The diversion of watercourses and the execution of other works on watercourses in connection with the construction of the new trunk road and the improvement and execution of other works mentioned above.

- 2.2 The draft CPO provides for the acquisition of rights over land that may be considered as Open Space. In accordance with the provisions of Section 19 of the Acquisition of Land Act 1981 the Secretary of State for Transport applied for a Certificate under paragraph 6 of schedule 3. Subsequently the Secretary of State for Communities and Local Government instructed the publication of his Notice of Intention to issue such a Certificate. This notice was published on 9 July 2009 and is referred to in the Notice of Intention to hold an Inquiry, issued on 23 July 2009. No objections were received during the objection period to the Notice of Intention.
- 2.3 An Environmental Statement (ES) was published with the draft Orders on the 26 March 2009 and the Non-Technical Summary (NTS) of the ES was delivered to all land owners, tenants, stakeholders, interested parties and properties within close proximity to the Scheme.
- 2.4 Furthermore, an Erratum to the ES was published on 3 April 2009 following identification of an error.
- 2.5 Following publication of the draft Orders and ES on the 26 March 2009, the public and other interested organisations were given the opportunity to make representations, object or give support to the draft Orders and accompanying ES during a 13 week objection period. To further publicise the draft Orders, an Orders Exhibition was held on the 24 and 25 April 2009.
- 2.6 19 Objections to the draft Orders were received within the 13 week objection period, together with 48 Representations and 9 letters in Support of the proposals. No further objections have been received.
- 2.7 After considering these responses, the Secretary of State has decided that a Public Inquiry into the objections to the draft Orders should be held before an independent Inspector, appointed on the nomination of the Planning Inspectorate, by the Secretary of State. The Inspector will report his findings of facts, conclusions and recommendations to the Secretary of State and the Secretary of State for Communities and Local Government (the Secretaries of State) who will consider the report, together with the

objections and representations, before deciding whether or not to confirm the draft Orders.

3.0 TRUNK ROADS AND GOVERNMENT POLICIES

3.1 Under the provisions of the Highways Act 1980 (the 1980 Act) the Secretary of State is the highway authority for trunk roads. The Secretary of State has a statutory obligation to keep under review the national system of routes for through traffic in England and Wales. The 1980 Act defines the procedures to be followed when the Secretary of State proposes to carry out improvements to the trunk road network.

Policy Statement

National Transport Policy

3.2 The Government's long term strategy for the transport network was set out in the July 2004 White Paper, "The Future of Transport: a Network for 2030"(Command Paper (CM) 6234). The strategy charts a course over the next 30 years for improving the transport system by sustained investment, improvements in the management of the transport network and planning ahead to address projected pressures on the transport system over the longer term. The White Paper identifies the following policy measures, which will provide the basis for delivering enhancements to the road network:

- i) new capacity where it is needed, assuming that any environmental and social costs are justified;
- ii) locking-in the benefits of new capacity through various measures including some tolling and carpool lanes where appropriate;
- iii) Government leading the debate on road pricing and its capacity to lead to better choices for motorists;
- iv) better management exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and
- v) using new technology to keep people informed both before and during their journey.

3.3 The programme of trunk road improvements being taken forward by the Highways Agency contributes to the first of the policy measures listed above - providing new capacity where it is needed, subject to such schemes being

justified, taking account of social and environmental costs as well as their economic costs and benefits. The trunk road programme has been developed within the policy framework set out in the July 1998 White Paper "A New Deal for Transport: Better for Everyone" (CM 3950). This introduced a new integrated transport policy, which aims to achieve:

- i) Integration **within and between different types of transport** – so that each contributes its full potential and people can move easily between them;
- ii) Integration **with the environment** – so that transport choices support a better environment;
- iii) Integration **with land use planning** – at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel;
- iv) Integration **with policies for education, health and wealth creation** – so that transport helps to make a fairer, more inclusive society.

3.4 The White Paper identified the following key functions for trunk roads:

- i) linking main centres of population
- ii) access to major ports, airports and rail termini
- iii) access to peripheral regions
- iv) providing key cross-border routes to Scotland and Wales
- v) classification as part of the Trans-European Road Network.

3.5 "A New Deal for Trunk Roads in England", a daughter document to the Transport White Paper also published in July 1998, set out Government Policy specifically in relation to trunk roads. This established the Targeted Programme of Improvements (TPI), replacing the National Trunk Road Improvement Programme, as a carefully targeted programme to address the most serious and pressing problems on the strategic road network.

3.6 "A New Deal for Trunk Roads in England" included the results of a Strategic Review of all the trunk road Schemes which were then in the National Programme. Each Scheme was assessed against the Government's

objectives for the environment, safety, economy, accessibility and integration. The Review identified thirty seven Schemes, which were carried forward under the Targeted Programme. Some of the original Schemes were dropped from the programme altogether and a number of other schemes were remitted for further consideration through a series of Multi-Modal and Road-Based Studies. Such Schemes were to be re-considered for entry into the TPI following completion of the studies.

- 3.7 The programme of Multi-Modal and Road Based Studies commissioned by the Government in 1999 and 2000 is now complete and the Government has responded to the study recommendations in a number of separate announcements.

Regional Context of the proposals

- 3.8 This Scheme forms part of the West Midlands Regional Transport Strategy for National & Regional Networks and helps to deliver policy T9 (see draft 2007 WM Regional Spatial Strategy) which aims to improve the competitiveness of the region, improve journey time reliability and maintain access for essential movements.
- 3.9 The A45/A46 Tollbar End Improvement Scheme lies to the southeast of Coventry within the West Midlands. Tollbar End Junction is a principal interchange between the A45 and A46 trunk roads; it also provides a secondary link for traffic moving between the West Midlands and the southeast, using the A45 London Road which connects to the A423 Oxford Road and the M45.
- 3.10 The A45 Stonebridge Highway between Stivichall Junction and Tollbar End Junction carries two major national routes: the east-west A45 route from Birmingham in the east to Rugby and the M45 in the west and the north-south A46 route from Warwick and M40 in the south to Leicester the M1 and the M69 in the north.

Local Context of the proposals

- 3.11 In addition to forming the interchange between A45 and A46 Tollbar End roundabout also includes links to south-east Coventry (B4110 London

Road) and, via Siskin Drive and Rowley Road, to Baginton Village, Stonebridge Trading Estate, Coventry Airport and Middlemarch Business Park.

- 3.12 Stivichall Junction provides links from A45 and A46 to Southern Coventry including the residential areas of Finham and Stivichall.

4.0 THE NEED FOR THE SCHEME

4.1 Tollbar End Junction links together some of the major roads through the Midlands. At present this section of the network is operating above its design capacity, resulting in long queues and delays. The key problems identified can be summarised as follows:

- i) There is a conflict of interest that has a detrimental impact on the performance of the junction, resulting in delay and queues during peak hours.
- ii) The existing roundabout is too small to have signals at all entries and traffic is frequently stopped on the circulatory carriageway. The interim solution implemented in 2001 is showing signs of stress.
- iii) There are problems with traffic delays and queues causing increased driver stress.
- iv) In the period 2004 to 2008 inclusive, there have been a total of 64 accidents within 30 metres of the Tollbar End Junction. In the same 5 year period, within the study area, there were a total of 538 accidents of which 9 were fatal.
- v) Delays are very evident if the M6 corridor is subject to congestion or an accident in which case Tollbar End Junction is part of the diversion route.
- vi) Increasing traffic volumes in the future will exacerbate this situation.

4.2 Annual Average Daily Traffic (AADT) flows obtained at the 2008 Base Year Survey and expected traffic flows for the 'Do Minimum Scenario' in the design year (2029) are summarised below:

	2008	2029
A46 Coventry Eastern Bypass	47,500	56,000
A45 Stonebridge Highway	55,500	73,000
A46 Kenilworth Bypass	59,500	84,000
The total AADT inflow/outflow at Tollbar End Junction.	92,000 (8% HGV's)	111,500 (7.6% HGV's)

- 4.3 Congestion is expected to increase in the future at both Stivichall Junction and Tollbar End Junction in the peak hours. Currently most approaches are congested with the southbound A46 Coventry Eastern Bypass exhibiting unpredictable queues in the am peak. When the M40 Junction 15 (Longbridge) Bypass is completed the A46 Warwick Bypass traffic will increase (by approx 3,500 vehicles per day) and extensive queuing is expected on the A46 northbound off slip road to the Stivichall Junction.
- 4.4 Within the areas of influence of Tollbar End Junction a number of commercial and residential developments are scheduled or proposed. The only developments which have currently received planning permission but are not implemented are Jaguar Whitley, Binley District Centre, Ansty Park, Royal Mail depot at Orchard Retail Park, re-development at Stoneleigh Park, expansion of University of Warwick, new development at Middlemarch business park and part of the former Peugeot Ryton site. These developments are included in the Core Scenario. There is no spare capacity at Tollbar End Junction to accommodate further traffic; consequently without an improvement some or all of these developments will be severely constrained with consequences for increasing local employment.
- 4.5 Under signal control the following assessment has been made of the Reference Flow Capacity (RFC) for the approach arms to Tollbar End Junction for the design year of 2029:

	AM Peak		PM Peak	
	% Saturation	Queue vehicles	% Saturation	Queue vehicles
A45/A46 Stonebridge Highway	73	18	89	23
A46 Coventry Eastern Bypass	384	213	108	45
A45 London Road	75	22	85	19

Without improvement to the Tollbar End Junction, the delays referred to above will increase as traffic grows.

4.6 The proposed Scheme would improve the capacity of both Tollbar End roundabout and the A45 Stonebridge Highway, benefiting both the local and strategic needs.

4.7 The Government's key objectives for the Scheme are:

Overall objective:

Scheme is affordable and delivers high value for money in resolving the problems associated with congestion of this section of the Trunk Road Network.

Environment:

To minimise impacts on the surrounding built and natural environment, where possible improving the local environment and in particular:

- i) To investigate use of environmentally friendly lighting
- ii) To cause no overall adverse change on air quality or noise impacts
- iii) To protect any watercourses from pollution during construction and afterwards

Safety:

- i) To improve safety for all road users
- ii) To improve safety for residents in vicinity of scheme
- iii) To ensure there is consistently high standard of signage along the A46 and A45.

Economy:

To maximise the Benefit to Cost Ratio and in particular:

- i) To reduce congestion and delays to through and local traffic.
- ii) To achieve optimal whole life cost taking into account future maintenance and operation & disruption.

Accessibility:

To create safe routes for Non-Motorised Users (NMU) along the A45 and across Tollbar End Junction that are no more complex than existing routes. The proposed NMU route along the A45 Stonebridge Highway will tie in to existing facilities at Stivichall Junction.

Integration:

- i) To support regional and local transport strategies with particular reference to the Coventry Walking and Cycling Strategies, and Local Transport Plan.
- ii) To deliver the scheme in a way that supports the Government's transport policy objectives.

5.0 BACKGROUND TO THE PROPOSED SCHEME

5.1 Early Scheme Development

5.1.1 In 2000 the HA commissioned Consulting Engineers White Young Green (WYG) to undertake a study to identify options to improve, in the medium to long-term, the congestion and safety problems within the Scheme study area. The commission included an assessment of the road network in the vicinity of the Stivichall Junction and the Tollbar End Junction.

5.1.2 Initially seven design options were considered and assessed. Four design options were rejected as they had inadequate road capacity. The remaining three options were taken to Public Consultation in November 2001.

5.1.3 The three options each included circulatory carriageway widening works to Stivichall Junction and widening to the A45 Stonebridge highway. The three options differed in their proposals at Tollbar End Junction as follows.

5.1.4 **Yellow Option.** Loop roads around the Tollbar End Junction, with associated road closures.

5.1.5 **Green Option.** Enlargement of the existing Tollbar End roundabout, constructed above a tunnel or an enclosed underpass linking the A45 Stonebridge Highway to the A46 Coventry Eastern Bypass.

5.1.6 **Purple Option.** Enlargement of the existing Tollbar End roundabout with an enclosed underpass linking the A45 Stonebridge Highway to the A45 London Road.

5.2 Option 8

5.2.1 As a result of comments received from the public, an 8th option was then developed. The new "Option 8" was based on the Green Option but with the removal of the link between the A46 Coventry Eastern Bypass to A45 London Road.

5.2.2 A further assessment of this option was undertaken in 2002, and the Options Final Report (WYG 2002), with an Addendum for Option 8, was produced in 2002. Option 8 was subsequently adopted and on 1 April 2003

the Scheme was included in a list of schemes added to the original Targeted Programme of Improvements (TPI) that resulted from the Government's 'A New Deal for Trunk Roads in England'.

5.3 Scheme Development since ECI Contract Award

5.3.1 In June 2005 the Highways Agency awarded Morrison Construction Ltd and their designer, Hyder Consulting Ltd, an Early Contractor Involvement (ECI) contract for the design and construction of the Scheme.

5.3.2 Further development of Option 8 resulted in the slight re-positioning of Tollbar End Junction towards the south. This improved the buildability of the scheme by allowing more of the Scheme to be built away from existing carriageways while at the same time providing opportunity for improved traffic management.

5.3.3 Other benefits offered by this design change included:

- i) no impact on the statutory allotment land
- ii) reduced impact on residential properties on Selsey Close and Stonehouse Lane
- iii) improved use of existing carriageway
- iv) avoiding the need to demolish two properties north of the Junction
- v) reduced impact on Orchard Retail Park
- vi) reduced extent of retaining walls
- vii) improved options for bridge construction.

5.4 February 2006 Cost Challenge

5.4.1 As part of the development process on 9 February 2006 a Cost Challenge workshop was convened to review the Forecast Out-turn Cost (FOC) of the Scheme. Following this review the project team was challenged to investigate proposals for reducing the FOC to achieve the original scheme budget.

5.4.2 A number of actions were undertaken to address the issue of cost reduction for the Scheme, the following is a synopsis of the scenarios considered.

5.4.3 **Scenario 0.** Full Scheme Incorporating a Grade-Separated Tollbar End Junction (Option 8 modified as described in section 4.3 above). This option includes:

- i) retaining wall and carriageway works at Stivichall Junction
- ii) widening of the A45 Stonebridge Highway to a 3-lane all-purpose dual carriageway (D3AP)
- iii) grade-separation of Tollbar End Junction
- iv) A45 London Road improvements
- v) new link road to Siskin Drive

5.4.4 **Scenario 1.** This scenario would be similar to Scenario 0 but with minimal works at Stivichall Junction.

5.4.5 **Scenario 2.** This scenario would not include grade-separation of Tollbar End Junction. It would include the following elements:

- i) minimal works at Stivichall Junction
- ii) widening of the A45 Stonebridge Highway
- iii) At-grade 'Hamburger' type Tollbar End Junction
- iv) A45 London Road improvements
- v) new link road to Siskin Drive

5.4.6 **Scenario 3.** This scenario would be similar to Scenario 1 but with no works to A45 London Road or Siskin Drive

5.4.7 **Scenario 4.** This scenario would be similar to Scenario 2 but with no works A45 London Road or Siskin Drive

5.4.8 **Scenario 5.** This would include the following elements:

- i) minimal works at Stivichall Junction
- ii) grade-separation of Tollbar End Junction
- iii) no widening of the A45 Stonebridge Highway

iv) no works on A45 London Road

v) no link road to Siskin Drive

5.4.9 **Scenario 6.** This would include the following elements:

i) minimal works at Stivichall Junction

ii) no widening of the A45 Stonebridge Highway

iii) At-grade 'Hamburger' type Tollbar End Junction

iv) no works on A45 London Road

v) no link road to Siskin Drive

5.4.10 **Scenario 7.** This would include the following elements:

i) minimal works at Stivichall Junction

ii) widening of the A45 Stonebridge Highway

iii) no works on A45 London Road

iv) no link road to Siskin Drive

v) enlarged grade-separated Tollbar End Junction

5.4.11 Following the review, it was identified that investigative work was needed to increase the facility for motorists to leave the A46 Kenilworth Bypass northbound at Stivichall Junction and join the A45 Stonebridge Highway; and to enable greater traffic flow through the junction, along the A45 Stonebridge Highway and Tollbar End roundabout. Four sub-scenarios were subsequently developed:

Sub-Scenario A

This comprised a northbound traffic island improvement on the A46 northbound exit to Stivichall Junction. The A46 Kenilworth Bypass northbound carriageway would have a lane-drop arrangement entering Stivichall Junction, with a two-lane off-slip and three lanes running under Stivichall Junction, as a result of a sub-standard nosing arrangement.

Sub-Scenario B

This sub-scenario included the Sub-Scenario 'A' scheme with lane improvements southbound on the A444 approaching Stivichall Junction. This arrangement results in a southbound two-lane slip road and two lanes under Stivichall Junction to the A46 Kenilworth Bypass southbound.

Sub-Scenario C

This sub-scenario included scenarios A and B, plus proposed widening on Stivichall Junction.

Sub-Scenario D

This sub-scenario included A, B and C plus bridge widening on the northern side of Stivichall Junction to five lanes. This was originally included in the preferred option published in 2003.

5.4.12 Option 3A was identified as the recommended long-term measure in the Options Report (June 2006) arising from the Cost Challenge review. This Option 3A was chosen as it was the scenario that best reduces the scheme cost whilst maintaining close relation to the original scheme brief.

5.4.13 On 2 and 3 March 2007, a Public Information Exhibition was held in the former Marriott Hotel (now Holiday Inn), Coventry South to inform the local community and key stakeholders of the new proposals.

6.0 DESCRIPTION OF THE PROPOSED SCHEME

6.1 Layout Design

- 6.1.1 The Scheme is located to the south of Coventry between Stivichall Junction and Tollbar End Junction. The existing A45 Stonebridge Highway is a dual carriageway and the proposal is to asymmetrically widen the mainline from two to three lanes in both directions. The overall length of the scheme is approximately 3km.
- 6.1.2 Tollbar End Junction will be improved by enlarging the roundabout and by constructing an underpass to link A45 Stonebridge Highway to the A46 Coventry Eastern Bypass.
- 6.1.3 The Scheme also includes a new signalised junction between Siskin Drive and Rowley Road.
- 6.1.4 A full description of the Scheme can be found in the Environmental Statement Volume 1 Chapter 4. The following is a brief description of the main elements described from west to east.
- 6.1.5 **A46 Kenilworth Bypass.** The road markings to the northbound carriageway of the A46 Kenilworth Bypass south of Stivichall Junction are to be modified. This is to create a lane-drop, where the nearside lane becomes part of the slip road, and the middle lane can be used both for exiting and straight through traffic. The two diverging lanes will be separated by a hatched out ghost island.
- 6.1.6 In order to accommodate the additional lanes a 200m length of the existing carriageway will need to be widened. The widening will be carried out within the existing highways boundary and no additional landtake is required.
- 6.1.7 Advance notice of this new diverge layout will be provided by three new sign gantries. Two of these are to be installed spanning both the northbound and southbound carriageways of the A46 Kenilworth Bypass. The third gantry, which will carry the route confirmatory signs on the slip road will span over the A46 northbound carriageway and exit slip road to Stivichall Junction

6.1.8 **Stivichall Junction.**

The slip road from Stivichall Junction to the A45 Stonebridge Highway east of Stivichall Junction is to be modified to provide a lane-gain, where the nearside lane on the entry slip road becomes part of the main carriageway. The westbound exit slip road from the A45 Stonebridge Highway to the Stivichall Junction is also to be modified to provide a lane-drop where the nearside lane would peel off to form the left lane of the slip road and only the centre and the off- side lanes would continue as the A45, westbound towards Birmingham.

6.1.9 **A45 Stonebridge Highway.** The A45 Stonebridge Highway from Stivichall Junction to Tollbar End Junction is to be asymmetrically widened to the south, providing a three-lane dual carriageway for approximately 1.5km.

6.1.10 Two new sign gantry structures are to be installed over the main line of A45 Stonebridge Highway. Each will span both the eastbound and westbound carriageways. In addition, one route confirmatory gantry sign is to be installed on the eastbound off-slip to Tollbar End Junction and one other on the westbound off-slip to Stivichall Junction.

6.1.11 At the River Sowe and River Sherbourne the widened carriageway will be accommodated on the existing bridges. A new bridge is proposed over the River Sowe on the south side of the A45 Stonebridge Highway, immediately east of Stivichall Junction, to carry the existing combined footway and cycleway.

6.1.12 A combined footway and cycleway is proposed along the full length of the southern side. On the northern side, similar pedestrian facilities will commence from the access to the King Henry VIII School playing fields to Tollbar End Junction.

6.1.13 **Stonehouse Lane.** There is an existing access from Stonehouse Lane to the east bound A45 Stonebridge Highway approximately 250m before the Tollbar End roundabout. This would be closed by the Scheme leaving Stonehouse Lane as a cul-de-sac. An alternative access to Tollbar End roundabout exists via the A45 London Road. This would be a minimal

diversion for vehicle travellers and would provide a much safer access to the A45 Stonebridge Highway and beyond.

6.1.14 **Tollbar End Junction.** A new two-lane dual carriageway underpass is to be constructed beneath Tollbar End roundabout. As part of these works two single span bridges will be constructed. The underpass will connect the A45 Stonebridge Highway to the A46 Coventry Eastern Bypass.

6.1.15 A 3.0m wide shared circulatory footway and cycleway facility is to be provided on the outer edge of the central island of the roundabout with crossings providing links to the B4110 London Road and A45 London Road, Siskin Drive and the A45 Stonebridge Highway eastbound exit slip road.

6.1.16 The Tollbar End roundabout is to be enlarged and traffic flows around the roundabout would be controlled by traffic signals.

6.1.17 **Rowley Road and Siskin Drive Junction.** A new signalised junction will be constructed to replace the existing Siskin Drive and Rowley Road roundabout.

6.1.18 **B4110 London Road.** The improved approach to Tollbar End roundabout along the B4110 London Road requires the existing bus stop on the eastside to be relocated to the north of Montgomery Close.

6.1.19 **A46 Coventry Eastern Bypass.** The A46 Coventry Eastern Bypass would be locally widened on the southside to improve the westbound approach to the Tollbar End roundabout. Along this section, there would be a closure of a local access road leading to the A45 London Road residential properties east of Tollbar End roundabout. Improved access would be provided from A45 London Road. To the south of this section of the A46 Coventry Eastern Bypass, a bio-retention basin would be constructed to treat surface water runoff.

6.1.20 **A45 London Road.** The A45 London Road, immediately southeast of Tollbar End roundabout, would be modified to suit the enlarged roundabout. The existing access to the residential properties east of Tollbar End roundabout would be improved. At the north end of this access the existing connection to A46 Coventry Eastern Bypass would be closed and a new turning head constructed.

6.2 Environmental Mitigation

6.2.1 The Scheme has been designed to avoid any significant effects on the environment. Other measures to reduce, as far as is possible, adverse environmental impacts would include:

- i) Earth mounds and noise fences
- ii) Low-noise road surfacing
- iii) The proposed lighting will be designed to current standards to minimise light spillage outside the road corridor
- iv) Planting trees, shrubs and hedges common to the location
- v) New habitats for wildlife
- vi) Bio-retention basin which would provide attenuation and pollution control.
- vii) Storm water wetland areas

7.0 ASSESSMENT OF THE PROPOSED SCHEME

7.1 Assessment Methodology

- 7.1.1 During the Roads Review undertaken in the mid 1990's, A New Approach to Appraisal (NATA) was developed to provide a comprehensive approach to the assessment of road investment proposals. The assessment was based on the five key objectives of Accessibility, Safety, Economy, Environment and Integration as set out in the document "A New Deal for Trunk Roads in England" (1998). NATA was superseded by Guidance on the Methodology for Multi-Modal Studies 2000 (GOMMMS), which itself has been superseded by the Web based Transport Appraisal Guidance (WebTAG), which aims to make the appraisal process throughout government more consistent and transparent.
- 7.1.2 The appraisal techniques are described in "A New Deal for Trunk Roads in England: Understanding the New Approach to Appraisal"; "A New Deal for Trunk Roads in England: Guidance on the New Approach to Appraisal"; the more recent GOMMMS, and its daughter documents, especially "Applying the Multi-Modal Approach to Appraisal to Highways Schemes" (The Bridging Document).
- 7.1.3 The Appraisal Summary Table (Appendix A) is produced using WebTAG and DMRB methodology and summarises the results of an assessment of the impact of the Scheme against the five criteria: Environment, Safety, Economy, Accessibility and Integration (and their sub-criteria).

7.2 Engineering Assessment

Design

- 7.2.1 The Scheme has been designed appropriately in the context of its sensitive environment and it generally meets the Standards set out in the Design Manual for Roads and Bridges (DMRB). Where the design does not meet these Standards, approvals to depart from the Standards have been given by the Highways Agency's Network Services Directorate, acting independently of the project team.

7.2.2 The Stage 3 Scheme Assessment Report discusses the engineering assessment of the geometrical, geotechnical, drainage and hydrology and structures design, detailing the Departures from Standards which have been agreed.

Construction

7.2.3 A detailed description of the construction methodology and the potential effects of construction are included in Volume 1 Chapter 5 and Volume 2 Part 5 of the Environmental Statement.

7.2.4 The Scheme would take approximately 42 months to build, with construction activities currently programmed to start in spring 2011, and finish in 2014.

7.2.5 Prior to the commencement of the construction works, a range of activities would be required to minimise operational impact. (i.e. Ecological, Archaeological surveys etc)

7.2.6 The Scheme would involve substantial earthworks in order to form the cuttings and embankments. Where possible excavated materials would be re-used in the embankments and landscaping areas, minimising both the environmental impact and the cost of the Scheme.

7.2.7 The Contractor's traffic management would be agreed in detail with the relevant authorities, the Police and the Highways Agency before implementation. The main objectives of the traffic management design would be to; provide a safe environment for road users and the workforce and to minimise delays and disruption to the travelling public, whilst allowing the works to progress.

7.2.8 Disruption due to construction to both the natural and built environments would be minimised through the implementation of the Construction Environment Management Plan (CEMP), which would be enforced during construction to ensure that disturbance to the local residents, road users and the natural environment is kept to a minimum. The CEMP would also include a detailed waste management plan, which will highlight the materials

to be re-used or recycled. An outline CEMP is included in the ES Volume 2 Part 5.

7.3 Traffic and Economic Assessment

7.3.1 The traffic model, forecasting and economic assessments were carried out as required by the DMRB, WebTAG and other Highways Agency standard procedures.

Traffic

7.3.2 A traffic model for the area was developed in accordance with the above guidance using traffic flows measured in the base year (2008). The model was then tested using traffic flows recorded, independently in the same year in order to verify that it accurately reflected the way vehicles use the network; a detailed description of the traffic model and the results of this testing are detailed in the Local Model Validation Report.

7.3.3 The model was then used to forecast the future traffic flows for the designed opening year (2014) and the design year (2029) both with and without the Scheme in place. A detailed description of the forecasting methodology and results are detailed in the Traffic Forecasting Report.

7.3.4 Safety benefits are one of the major drivers behind the proposed Scheme, and the provision of an underpass, a widened A45 dual carriageway and enhanced traffic management, would produce significant accident savings. The accident savings assessed, over a 60 year period, using Cost Benefits Analysis (COBA) have shown that the Scheme would potentially prevent 9 serious accidents and 381 slight accidents from occurring within the study area.

7.3.5 Overall it is considered that the proposed Scheme would shorten the existing journey times on the A46 and reduce congestion and traffic conflict. In terms of capacity the proposed improvements would operate adequately for the 15 year design life of the Scheme.

Economics

7.3.6 The results of this modelling and the accident statistics gathered from the police records were used to determine the Scheme Economics. The methodology used in this assessment and the results are detailed in the Economic Assessment Report.

7.3.7 The following table summarises the Cost/ Benefits of the Scheme over the 60 year assessment period, and demonstrates that the Scheme has a healthy Benefit Cost Ratio of 3.74, making a very robust case for the construction of the Scheme.

Appraisal Item	Value (£M) at 2002 Present Values
	Central Case
Road User Benefits (TUBA*)	385.873
Accident Savings (COBA*)	6.545
Construction Delay (QUADRO*)	-14.661
Present Value of Benefits (PVB)	377.757
Present Value of Costs (PVC)	101.110
Net Present Value (PVB – PVC)	276.647
Benefit/Cost Ratio (PVB/PVC)	3.74

* TUBA – Transport Users Benefits Appraisal

* COBA – Cost Benefits Analysis

* QUADRO – Queues and Delays at Roadworks

7.4 Environmental Impact Assessment & the Environmental Statement

7.4.1 The Environmental Assessment of the Scheme was carried out using the latest methodology given in the DMRB, Volume 11, WebTAG and best practice guidelines relevant to specific disciplines. The methodology and results of these assessments are set out defined in the Environmental

Statement (ES). The following is a summary of the findings of these assessments.

Policies and Plans (ES: Vol 2, Part 6): Beneficial Impact

- 7.4.2 The Scheme would be compliant with the majority of policies particularly with respect to transport, the economy, and Green Belt, Countryside and Open Space. Regional and local policies, in particular (such as the West Midlands Regional Spatial Strategy Warwickshire Local Transport Plan and the Coventry Unitary Development Plan), identify the need for the Scheme in response to the congestion issues currently experienced and the transport and economic regeneration benefits that could accrue.
- 7.4.3 However the Scheme could be seen as having an adverse effect on policies such as those relating to protection of the countryside (due to the minor land take within the Warwickshire Greenbelt and short term landscape impacts). However, the Environmental Statement has assessed the temporary and permanent effects of the Scheme on these policies as neutral.
- 7.4.4 Overall the Scheme would comply with the majority of relevant policies and would have no adverse impact on existing plans.

Landscape Effects (ES: Vol 2, Part 7): Neutral Impact

- 7.4.5 The proposed Scheme follows the alignment of the existing A45 Stonebridge Highway and the A46 Coventry Eastern Bypass and A46 Kenilworth Bypass. When the road is opened there would be a slight adverse effect as proposed landscape planting would not have matured. This would reduce to a neutral effect once mitigation planting is established, softening the view of the Scheme and providing screening.

Ecology and Nature Conservation (ES: Vol 2, Part 8): Neutral Impact

- 7.4.6 Extensive surveys have been conducted to determine the overall ecological value of the Scheme corridor. The Scheme is an on-line widening of an existing dual carriageway, and therefore the habitats within the area of the Scheme have already been disturbed or modified. The Scheme is also close

to six locally designated (non-statutory) nature conservation sites, of which one would experience a negative impact of relatively low significance, three would not be affected significantly and the remaining two (the River Sowe and River Sherbourne) would be expected to benefit as a result of improvements in water quality. Stonebridge Meadows Local Nature Reserve forms part of one of the non-statutory nature conservation sites which would not be affected significantly.

7.4.7 Part of the scheme would be located in Greenbelt land. A total of 4.97Ha of Green belt land would be required for the Scheme. Of this 4.13 Ha would be planted, landscaped or used for highway features such as soft verges and stormwater wetlands. 0.84 Ha of existing Greenbelt land would be used for construction of new carriageway or new access track..

7.4.8 A small area of scrubland potentially used by foraging and hibernating amphibians, such as great crested newts, would be lost to the Scheme. In order to compensate for this loss an area of approximately 0.2 hectares will be improved to provide a better habitat.

7.4.9 Overall, the ecology and biodiversity impacts are considered to be of low significance in terms of nature conservation. With the provision of mitigation, the overall impact of the Scheme would be neutral in the long-term.

Cultural Heritage (ES:Vol 2, Part 9): Slight Adverse Impact

7.4.10 The Scheme is within an area of historic landscape which has a number of Roman and Medieval features. There is a potential for previously unrecorded archaeological remains indicated by cropmarks or in areas of terrace gravels and the alluvium near to the rivers. A further series of archaeological investigations will be required during the site clearance.

7.4.11 With regard to the historic buildings in the Baginton area, temporary increases in noise during construction would be balanced by the long-term noise reductions once the Scheme has been built.

7.4.12 As the Scheme will be a modification to an existing road, the overall effects upon the historic landscape and the built heritage are likely to be small and

have been assessed to be of neutral significance. Overall, considering the cultural heritage resource as a whole, the effect of the Scheme is considered to be slight adverse, reflecting the slight adverse effect on archaeological remains and historic buildings.

Road Drainage & the Water Environment (ES Vol 2, Part 10): Slight Beneficial Impact

7.4.13 The Scheme would improve the existing drainage system to modern standards and resolve current problems. This would offer an improvement over the existing situation.

7.4.14 At present the A45 Stonebridge Highway is prone to flooding due to an undersized drainage pipe opposite the King Henry VIII School playing fields. The capacity of this pipe would be increased in order to reduce the likelihood of future flood events.

7.4.15 The Scheme design includes three new storm water wetland areas which store rainwater runoff from the road and release it into local watercourses at a controlled rate to reduce the risk of flooding. They would also have wetland planting to filter road runoff and the facility to contain accidental highway spillages to prevent them contaminating the River Sowe and the River Sherbourne.

7.4.16 A pumping station would be required to remove surface water from the underpass, and this would drain into the River Avon via a bio-retention basin. This would do the same job as the wetland areas without forming a large open area of standing water beneath the Coventry Airport flight path.

Land Use (ES Vol 2, Part 11): Neutral Impact

7.4.17 Construction of the Scheme would require the acquisition of 7.1 hectares of land. This would include 4.3 hectares of agricultural land, and 1.2 hectares of derelict land, 0.9 hectares of private property and 0.7 hectares of community land from King Henry VIII School playing fields. A small part of

the playing fields would be required to build a wetland area and to provide a new, safer access for users of the fields.

7.4.18 In order to enlarge Tollbar End roundabout, one property would need to be demolished, namely the Glengary Hotel.

7.4.19 Temporary land take of 5.5 hectares will also be required to accommodate the construction compound and access routes, and for the short term storage of materials. These areas of land would be restored to their original use once works are completed.

Pedestrians, Cyclists, Equestrians and Community Effects (ES Vol 2, Part12):

Slight Adverse Impact

7.4.20 The footpath (Number 443) that runs between Rowley Road and the A45 Stonebridge Highway (opposite Stonehouse Lane) would be closed. As compensation, the footpath from Siskin Drive along Rowley Road would be extended to provide a safe alternative.

7.4.21 The Scheme would result in changes to the footpaths around Tollbar End roundabout. The design would provide a safe crossing of the Tollbar End roundabout, including new signs to assist pedestrians and cyclists in the area. The combined footpath / cycleway on the south side of the A45 Stonebridge Highway would be extended so that it would connect the footpath / cycleway networks at Stivichall and Tollbar End roundabouts. The combined footpath / cycleway on the north side of the A45 Stonebridge Highway would connect the new entrance to the school playing fields to Tollbar End roundabout.

Vehicle Travellers (ES: Vol 2, Part 13): Large Beneficial Impact

7.4.22 Road users would experience a significant improvement from reduced congestion, better traffic flow through the area and reduced driver confusion. This benefit is the result of increased capacity of the network, improvement to the separation of local traffic from long distance traffic and improvement to the road signage across the Scheme.

7.4.23 The lay-bys along the A45 Stonebridge Highway would be removed for safety reasons. This would have a minor effect on vehicular travellers as the distance between the junctions is not significant.

Noise and Vibration (ES Vol 2 Part 14): Slight Beneficial Impact

7.4.24 The proposals incorporate specific measures to minimise future noise impacts including noise reduction fencing, noise bunding and the use of low noise road surfacing.

7.4.25 105 properties would experience discernable (greater than 3dB) decrease in noise levels. There are no properties that would experience a discernable increase.

7.4.26 In general, the use of a smooth road surface and increased distances between properties and mainline traffic would reduce the levels of vibration experienced by properties near to the Scheme.

Air Quality (ES: Vol 2, Part 15): Slight Beneficial Impact

7.4.27 Existing and future pollution levels at locations across the Scheme are generally below the current air quality objectives and EU limit values for all pollutants.

7.4.28 As a result of the Scheme 498 properties within the study area are calculated to experience an improvement in air quality while 254 would experience a slight deterioration.

7.4.29 The results show that the levels of most traffic pollutants would be reduced due to the Scheme.

7.4.30 Overall the Scheme would have a slight beneficial impact on community exposure to road traffic pollution.

Geology and Soils (ES Vol 2, Part 16): Neutral Impact

7.4.31 There are no significant geological features such as Sites of Special Scientific Interest (SSSIs), Regionally Important Geological Sites (RIGS), geological outcrops, mines or quarries recorded within the study area.

7.5 Environmental Mitigation

- 7.5.1 The Scheme has been designed appropriately in the context of its sensitive environment and the environmental design has been developed in accordance with guidance provided within Volume 10 of the DMRB, with the aim of minimising the impact of the trunk road network on both the natural and built environment.
- 7.5.2 The environmental design and mitigation measures incorporated into the Scheme are described in detail in the Environmental Statement.

8.0 OBJECTIONS AND REPRESENTATIONS

- 8.1 19 Objections to the draft Orders were received by the end of the 13 week objection period, together with 48 Representations, 9 letters in Support of the proposals. A summary of the topics covered by the objections and representations is shown in Appendix C.

9.0 CONCLUSIONS

- 9.1 The Highways Agency Scheme provides the optimum solution to the problems encountered on this section of the network. It represents good value for money and has been developed in the context of this sensitive environment.
- 9.2 The A45/A46 Tollbar Junction is a key junction on the country's trunk road network, which carries 92,000 vehicles per day, which cause serious traffic delays during both morning and afternoon peak hours.
- 9.3 The traffic and economic assessment demonstrates that the proposed improvements would operate adequately for the 15 year design life of the Scheme. It would be a lot safer than the existing road, and potentially save a large number of accidents.
- 9.4 The Schemes economics are robust, giving a Benefit Cost Ratio (BCR) of 3.74 over a 60 year assessment period. The Highways Agency P50 cost for the Scheme has been accepted by both the Department for Transport and the planned spend profile has been agreed with the West Midlands Regional Assembly.
- 9.5 The Environmental Assessment demonstrates that the Scheme would have slight adverse effects in relation to cultural heritage and non-motorised users. The Scheme would provide slight benefits in relation to air quality, noise, water quality and vehicle travellers. The Scheme would be neutral in relation to other aspects.
- 9.6 This Outline Statement of Case has described the Government Policies and Objectives for the proposed Scheme, and how the preferred Scheme has been developed in line with those policies. It summarises the objections received in response to the publication of the draft Orders, gives a description of the Scheme and the draft Orders, and provides an overview of the effects that the Scheme would have on the local environment.

Appendix A

APPRAISAL SUMMARY TABLE

Appraisal Summary Table: A45/A46 Tollbar End Improvement (v26) 03.03.09

Option: A45/A46 Tollbar End Improvement, (Option 3A)		Description: Widening of A45 from dual two-lane to dual three-lane; increase size of Tollbar End roundabout & provide dual two-lane underpass.	Problems: Peak period congestion and accident frequency predicted to increase.	PVC to Public Accounts: £100.4m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Overall, there would be 193 fewer people annoyed as a result of the Scheme. The Scheme will move traffic flows away from a large proportion of properties at Tollbar End roundabout. Increases in traffic flows on other roads would result in noise increases at some properties.	Estimated Population Annoyed Do-Minimum = 1288 Estimated Population Annoyed Do-Something = 1095	Change in Population annoyed (Yr 15) = -193 PVB (Residential) = £6,427,737.49
	Local Air Quality	There are no AQMAs currently declared across the Scheme. There are no predicted exceedances of the EU Limit Values in the Do Minimum and Do Something. Overall the Scheme will increase NOx emissions and PM ₁₀ emissions by 4.4 tonnes per year and 0.09 tonnes per year respectively.	Number of properties with improvement in PM ₁₀ / NO ₂ levels : 660 Number of properties with deterioration in PM ₁₀ / NO ₂ levels : 32 PM ₁₀ / NO ₂ levels No Change: 0	PM ₁₀ -271.38 NO ₂ -485.29
	Greenhouse Gases	Journey time savings and increased vehicle speeds will result from the improved network. This will result in increased fuel consumption which will increase carbon emissions.	There will be a net increase of 359 Tonnes of carbon emitted in total over the 60 year period	Net present value=-£0.011m
	Landscape	Adjacent rural landscape is predominantly good quality. Adverse impacts from the clearance of vegetation adjacent to the A45/A46 will be mitigated by appropriate planting schemes.	Not applicable	Neutral
	Townscape	The adjacent townscape is ordinary which will be maintained by the aesthetic design of the structures and the landscaping, despite the increased scale of the Scheme improvements.	Not applicable	Neutral
	Heritage of Historic Resources	Historic landscapes are unaffected, listed buildings slightly impacted. A boundary post (low value, locally listed) will be relocated. Low potential for unrecorded remains to be present.	Not applicable	Slight Adverse
	Biodiversity	No impacts on statutory nature conservation sites. Slight adverse impact on one local ecosite, and slight adverse impact on woodland, hedgerows and scrub. Slight beneficial effect on amphibians, and slight beneficial effect on watercourses (including two ecosites) and semi-improved grassland. All other habitat and species impacts would be neutral or insignificant, hence the overall balance is a neutral impact.	Not applicable	Neutral
	Water Environment	Provision of new storm water attenuation and treatment facilities will confer a benefit for future water quality & flood protection over the existing absence of such facilities.	Not applicable	Slight Beneficial
	Physical Fitness	The closure of Footpath 443 (low usage and unsafe associated road crossing) will lead to slightly longer journey distances and times. Small changes to the arrangements at Tollbar End roundabout, and along A45 Stonebridge Highway. No change to number of journeys of 30 minutes	Slight increase journey times for pedestrians and cyclists will result.	Neutral
	Journey Ambience	Travellers will benefit from better road design and signage and reduced frustration and accident potential arising from congestion. Improvements in the design of the roads and Tollbar End roundabout and associated landscaping will enhance the immediate environment.	85,000 travellers per day will benefit from Scheme.	Large Beneficial
SAFETY	Accidents	The improvements will have a beneficial impact overall as a result of improved junctions and better signage.	Wide area savings in No. accidents: 401. Wider area savings in casualties: fatal=2, serious=23, slight=486. Wide area accidents PVB= £10.843m. Increase No. accidents during maintenance/construction PVB=-£0.686m.	PVB £m CG = £10.157m
	Security	Not applicable	Not applicable	Neutral
ECONOMY	Public Accounts	Scheme will require significant public capital expenditure.	Central Gov't Capital PVC: (discounted) = £99.059m Central Govt lost tax revenue during operation PVC = -£0.078m Central Govt lost tax revenue from maintenance/construction PVC= +£1.431m Local Gov PVC = N/A	PVC = £100.412m
	TEE: Business Users & Transport Providers	Users will gain journey time and vehicle operating cost benefits, through removal of delays at Tollbar End roundabout. Freight operators will also benefit.	Business users PVB=£129.912m. Business users delay from m/c= -£6.994m	PVB = £122.918m
	TEE: Consumers	Consumers will benefit from reduced journey times and costs though removal of delays at both Stivichall Junction and Tollbar End roundabout.	Consumer users PVB=£123,880m.Consumer users delay from m/c=-£4.599m	PVB = £119.281m
	Reliability	Reduced conflict for through movements at Tollbar End and improved capacity at the 2 main junctions will improve speed/ flow characteristics and journey times.	No quantitative assessment of reliability benefits has been undertaken	Not applicable
	WEI	Should be a small improvement in job accessibility. Potential employment opportunities may arise for regeneration area residents in Coventry Airport environs but debatable whether the Scheme will unleash accessibility opportunities. Plans that have been (or would be) blocked by HA on the grounds of safety or insufficient capacity without the Scheme may be permitted, so increasing employment opportunities.	No quantitative assessment of reliability benefits has been undertaken	Neutral
ACCESSIBILITY	Option values	Not Applicable	Not applicable	Neutral
	Severance	No severance issues result from Scheme. Alternative accesses are provided in all cases.	Not applicable	Neutral
	Access to the T.S.	Not Applicable	Not applicable	Neutral
INTEGRATION	Transport Interchange	There is no provision for passenger interchanges with the Scheme	Not applicable	Neutral
	Transport & Land-Use Policy	Support for the Scheme is reflected in the relevant Adopted or Revised Deposit Local Plans whilst it also complies with the wider policy intentions at Regional and National levels.	Not applicable	Beneficial
	Other Government Policies	Strategic Transport and Economic improvements policies are supported. Policies relating to climate change and emissions would not be supported due to insignificant increase in carbon emissions.	Not applicable	Adverse

Appendix B

SCHEME LAYOUT

Appendix C

LIST OF OBJECTIONS AND REPRESENTATIONS

Schedule of Objectors and Representations

Key:- ** = Attended draft Orders Exhibition on the 24 / 25 April 2009

Objectors			
Reference	Date Received	Name	Summary
OBJ0001	17.04.09	Brendon Cunningham	Requests a separate crossing for pedestrians at Tollbar Island, to include a bridge structure over the carriageway.
OBJ0002	16.04.09	Mr S G Wallsgrove, The Ramblers Association	Notes that closing footpath no fp443 would cut the only public access to the countryside. Requests diverting footpath no W161 through the existing underpass on the A46 Coventry Eastern Bypass.
OBJ0003	22.04.09	National Grid	Confirms that their property and apparatus will be severely affected by our road works.
OBJ0004	23.04.09	Tim Allen, Optilan Property Partnership	Requests assurance that their property and client will not be adversely affected by the scheme.
OBJ0005	**	Richard Buckland Optilan	(1) Traffic congestion on island is not considered excessive since introduction of traffic lights. (2) Bad congestion at B&Q Roundabout currently far more than A45 Tollbar End. (3) Current scheme removes permanently approximately 30 car parking spaces. Loss of this quantity without replacement would result in building becoming unfit for current business use. (4) Temporary access for construction further impacts car parking allocation. (5) Security impact on building during construction a concern. (6) Excessive noise pollution anticipated which will affect office environment at front of building.
OBJ0006	**	Gillian Barr	Requests leaving access and exit points as is on the B4110 London Road and Montgomery Close. Proposals are not acceptable.
OBJ0007	**	Mike Thomas, SUSTRANS	Pleased to see safe provisions for cyclists have been made at the main roundabout/junction. Raises concerns over the removal of the existing cycle lane on the northern side of the highway. Requests a bridge for cyclists to be provided near the Sowe river bridge.

Objectors			
Reference	Date Received	Name	Summary
OBJ0008	**	Mr and Mrs McCarthy	Traffic island situated opposite Montgomery Close will restrict us residents of Montgomery Close turning right toward City Centre. Relocation of the bus stop is unacceptable as this will/would become an obstruction of our view of traffic approaching from our right while bus is stationary there. Permanent pumping station needs to be in sound proof casing/housing to avoid noise disturbance to us residents during pm hours.
OBJ0009	01.05.09	Dawn Eady, Bubbenhall Parish Council	1. Questions the location of the site compound located on a green field site. 2. Questions negotiations with Coventry Airport to move runway. 3. Want reassessment of the traffic model as Coventry Airport no longer has passenger flights.
OBJ0010	12.06.09	Coventry Airport	Are not satisfied that the bio-retention will not have a detrimental effect to aircraft, aircrew and public safety.
OBJ0011	18.06.09	Simon Gordon	1) Construction will cause delay and congestion, 2) Disagrees with policy of increasing network capacity and 3) Cost benefit ratio not justifiable.
OBJ0012	18.06.09	Peter George	Insufficient consideration has been given to the detrimental effect the scheme will have on the surrounding environment.
OBJ0013	20.06.09	Mark Sullivan, CPRE	1) Unnecessary provision for Coventry Airport 2) No safe or continuous foot or cycle route through the junction. 3) Need safer access for Brandon Lane. 4) Mini-roundabout too close to the main gyratory. 5) Unsatisfactory access to properties at Montgomery Close & London Road. 6) Landscaping should be improved.
OBJ0014	22.06.09	Loveitts - clients E Williams and R Hartry	1) Phase 3 of Coventry North South Road would be an alternative means of reducing traffic congestion. 2) Closure of Peugeot Factory has already reduced commuter traffic. 3) Provision of a service road off Brandon Lane would avoid demolishing the Glengary Hotel.

Objectors			
Reference	Date Received	Name	Summary
OBJ0015	22.06.09	Loveitts - clients Lister Group Ltd, Properties: Lister Lexus, London Road Coventry CV3 4LP & Listers Toyota, Siskin Drive	1) Phase 3 of Coventry North South Road would be an alternative means of reducing traffic congestion. 2) Closure of Peugeot Factory has already reduced commuter traffic. 3) Disruption to Business activity - require reassurance that a) there will be no interference with rights of access and egress relating to business premises b) if the works result in control over the enjoyment of property then such action will be considered to breach the European Convention on Human Rights. 4) Include a Siskin Drive relief road; present plan would lead to traffic queues and delays.
OBJ0016	22.06.09	Loveitts - clients Lister Group Ltd, Properties: Lister Lexus, London Road Coventry CV3 4LP & Listers Toyota, Siskin Drive	1) Phase 3 of Coventry North South Road would be an alternative means of reducing traffic congestion. 2) Closure of Peugeot Factory has already reduced commuter traffic. 3) Disruption to Business activity - require reassurance that a) there will be no interference with rights of access and egress relating to business premises b) if the works result in control over the enjoyment of property then such action will be considered to breach the European Convention on Human Rights. 4) Include a Siskin Drive relief road, present plan would lead to traffic queues and delays.
OBJ0017	22.06.09	Loveitts - clients Lister Group Ltd, Property: Avondale Honda, 540 London Road, Coventry CV3 4EN	1) Phase 3 of Coventry North South Road would be an alternative means of reducing traffic congestion. 2) Closure of Peugeot Factory has already reduced commuter traffic. 3) Disruption to Business activity - require reassurance that a) there will be no interference with rights of access and egress relating to business premises b) if the works result in control over the enjoyment of property then such action will be considered to breach the European Convention on Human Rights

Objectors			
Reference	Date Received	Name	Summary
OBJ0018	18.06.09	Sanderson Weatherall – clients Mannheim Auctions, Vehicle Remarketing Solutions	Clients business will be affected by loss of land - storage & access issues
OBJ0019	19.06.09	Tiger Development - client Mondial Investments Ltd	Will prevent development strategy. Land take will restrict the business and jobs potential for Coventry. Newts present on site.

Representations			
Reference	Date Received	Name	Summary
REP0001	31.03.09	National Grid (Gas)	National Grid Gas Distribution Network confirmed they might be affected. Our information has been passed onto their Diversionary Section for confirmation.
REP0002	02.04.09	National Grid (Asset Protection Team)	National Grid asset protection has confirmed their gas and electric transmission network will have 'NEGLIGIBLE' exposure due to our works.
REP0003	31.03.09	Instalcom Ltd	Instalcom write on behalf of Global crossing PEC and Fibernet UK LTD to confirm they are not affected
REP0004	27.03.09	Fulcrum Pipelines Ltd	Not affected.
REP0005	27.03.09	Spectrum Interactive	Not affected as their plant is above and not underground.
REP0006	01.04.09	McNicholas on behalf of Colt Telecom	Provided a map of their apparatus for review.
REP0007	31.03.09	McNicholas on behalf of KPN	Not affected.
REP0008	06.04.09	E-ON, Central Networks	Do not object to development.
REP0009	08.04.09	BT Wholesale on behalf of GEO,	Confirmed their client's apparatus does not fall within the vicinity of the works.
REP0010	16.04.09	Severn Trent Water, Asset Protection (Waste Water) East	Will make queries at C3 Stage under NRSWA.

Representations			
Reference	Date Received	Name	Summary
REP0011	25.03.09	Stephen Williams	Requests confirmation that the scheme work will not have any affect on Coventry Airport's Operations.
REP0012	28.04.09	ASM on behalf of Cable & Wireless	Have no objection.
REP0013	28.04.09	Gas Transportation Company	Have no apparatus in the vicinity.
REP0014	27.03.09	Mr and Mrs Turner	Residents at Howes Lane have little screening and are concerned about the lay-by.
REP0015	**	M Seldon	Request an improved junction from A45 to Brandon Lane
REP0016	**	H B Baker	Requests the road lighting scheme to be revised if Coventry Airport closes. State that Binley R/A is a major obstruction to traffic and improvements at Tollbar will make a solution to this obstruction very urgent.
REP0017	**	Leona Harris	Questions the effect of the scheme to the Walsgrave and TGI Roundabouts. .
REP0018	**	Steve Bryan, Coventry & Warwickshire Chamber of Commerce	Would be very interested to know which businesses raise particular concerns or issues with the project as we are keen to (a) ensure their views are appropriately represented and (b) ensure we engage with them to help them understand and recognise the perceived and potential benefits of the proposal(s). I would also like to be kept abreast of ongoing development within the area as we also play a role in supporting new businesses into the area!!
REP0019	**	Chris Bailey (Site Manager), King Henry VIII School	Requests that all access roads are tarmac - not gravel stone because of potential damage to grass cutting machinery. The redesign of the existing pitches must take into account the conversion area. It is also essential that fencing in palisade type to match existing - i.e. green coated.

Representations			
Reference	Date Received	Name	Summary
REP0020	**	Grace Skidmore	Requests a slip road just after the Shell Garage, on island, into Brandon Lane.
REP0021	**	David Noel Jones, Binley Woods Parish Council	Has concerns that signalisation or alternative solutions have not been made to the TGI island as part of this project. Traffic disruption during construction will cause huge problems to traffic and pedestrians crossing between Coventry and Rugby. Have traffic models been produced to predict traffic backup - the expected amount and time periods of it over the three and a half year construction phase? We currently experience problems at this and the Walsgrave roundabout. Has the cost of signalisation or other improvement been addressed? Is there any likelihood that this could be incorporated at this stage?
REP0022	**	PG Salisbury, Binley Woods PC,	An excellent project but lack of thought and justification of traffic movement at A46/A428 Island (TGI Island) which will cause major tailbacks. At peak times now a 15/20 minute wait to exit A428 into and from Coventry is experienced and releasing 40% better flow onto this island will exacerbate this intolerable situation for all residents and people using this junction (A428).
REP0023	**	Graham Fewkes, Wolston Parish Council	The new design will undoubtedly vastly improve the Toll Bar area, however, by increasing traffic flow through this area by 40% the current difficult situation at the TGI Binley Roundabout will be increased by a magnitude which will be unacceptable to residents and users of the A428 Coventry Rugby Road. Why has no consideration been given to solving this within this scheme?
REP0024	**	James Pigg	Requests not closing the Stonehouse Lane access to the slip road on the new road proposals. If you do, then all traffic coming out of the Stonehouse Estate that wishes to go south, will have to turn right (across traffic) onto the London Road. Need also to recognise that an extra (43) dwellings are proposed for Stonehouse estate; thus extra traffic movements on/off this estate.

Representations			
Reference	Date Received	Name	Summary
REP0025	**	William McEvoy	Southbound traffic approach to Toll Bar Island. Existing footpath from A45 to Rowley Road. The building of a temporary through road linking Middlemarch Industrial Estate to A45. This could relieve pressure to the island construction for southbound traffic, especially heavy goods vehicles in relation to businesses for industrial estate, ie Parcellforce, Walkers, GEFCO etc.
REP0026	**	L Warner, Brandon & Bretford Parish Council	After discussion we were pleased to hear that the TGI Binley Woods Island will be taken into consideration when the constant 'improved' flow of traffic finally has to negotiate the TGI Island.
REP0027	**	Andrew Robinson	Happy with the proposed scheme, raised concern over disruption during construction. Does not have a problem with journey at the Tollbar at present - Binley Roundabout is the problem with traffic turning into Coventry blocks traffic along the A46.
REP0028	**	G Beazley	Present problems caused by congestion at Chace Hotel. Bus pull-in removed, double white lines, bus lane on south facing road, pelican crossing approximately 100 yards past hotel.
REP0029	**	D & J White	Barrier required around the central island to split the path/road as partially sighted or disabled children will be at risk.
REP0030	**	Judith Robins	Has raised concern about retaining access to the Stonehouse Lane Allotments. Access at present, vehicles are able to (illegally) access the allotments via the cycle/footpath off.
REP0031	**	Joy Stanton, Brandon & Bretford Parish Council	A long overdue scheme, only concern is the impact on TGI Island (Binley Woods) where at least traffic lights are needed.

Representations			
Reference	Date Received	Name	Summary
REP0032	**	Graham Kimber	Has raised concern about retaining access to the Stonehouse Lane Allotments.
REP0033	**	George Riches, Coventry Cycling Campaign	Has concerns regarding cycle tracks along A45 and A46. (a) between Ryton and Toll Bar End; (b) between Toll Bar End at M69/Ansty Park.
REP0034	**	R H Tinley, Cyclists Touring Club	Questions the provision for pedestrians and cyclists in the scheme.
REP0035	**	Steve Williams	Requests further response to original letter, gantry sections and screen plots from the exhibition visualisation. Confirmation that construction traffic will be minimised through Baginton village.
REP0036	**	Mr N G Brinton	(1) The slip road from the Stivichall Roundabout to the A45 towards Tollbar where lorries turnover on regular basis - no mention about altering the alignment. (2) The roundabout at T.G.I Friday is a problem regards getting onto the A46 from the A428 and will be made worse with improvements to Tollbar.
REP0037	08.05.09	KCOM Plc	Not affected
REP0038	11.05.09	R Bannister	Requests a noise barrier in the vicinity of Finham along the A46 Kenilworth Bypass.
REP0039	11.05.09	PAW Deeley, Deeley Properties	Questions our plan showing the flood risk area. Requests assurance that our works will not affect their tenanted land.
REP0040	**	A M & C Dickinson	It will be a long time coming! Very good.
REP0041	**	S & W Sanders	Well planned exhibition. Able to answer all questions thoroughly. Thank you.

Representations			
Reference	Date Received	Name	Summary
REP0042 - cancelled	**	Jeremy Wheat	Look forward to when it is completed.
REP0043	**	Eamon McFadden, Optilan Property Partnership	Questions the timescale for the Optilan retaining wall activities. Would like period of disruption to Optilan to be minimised so far as possible.
REP 0044	04.06.09	Mr G Tooke	Requests disruption and the effect of construction traffic kept to a minimum. Ensure that the Construction Environmental Management Plan (CEMP) has effective provisions to ensure traffic only uses A45. Also do not want any diversions through Ryton. Want a formal liaison group established to allow the village to be kept informed and concerns aired.
REP0045	23.06.09	Ms Allison Crofts, Natural England	No objection to the scheme, providing necessary environmental protection and mitigation utilised.
REP0046	10/6/09	Stephen Williams, Baginton Parish Council	Concerns regarding, 1) Sign Gantry on A45 2) Traffic caused by excavations 3) Airport moving threshold towards Bubbenhall road to facilitate piling 4) Construction compound 5)Construction Environmental Management plan 6) Traffic Management strategy
REP0047	23/6/09	Evan James	The improvement will cause further congestion at the TGI island and Tesco spur.
REP0048	26/6/09 received by email 2 July	Richard Wheat, Warwickshire Wildlife Trust	Concerns regarding the number of locally important sites for biodiversity situated within the proposed footprint, as well as semi-natural habitats & important hedgerows & notable species including the Great Crested Newt, Bats and Otters. Ecology survey work should be updated and access to reserve considered.