

FREQUENTLY ASKED QUESTIONS

This document will be updated throughout the consultation to include new frequently asked questions as we receive them.

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Why is the consultation only happening online?

As a result of Government restrictions on social distancing in response to COVID-19, it was unfortunately not possible to hold public exhibitions. Due to the tight timescales with respect to the funding it was necessary to continue with an online consultation in order to avoid further delay to the project programme. When the planning application for the schemes is submitted, statutory consultation will be undertaken in accordance with the applicable planning legislation. There will also be ongoing liaison with key stakeholders and statutory bodies as the schemes progress as well as further non-statutory public consultations / exhibitions.

In light of the COVID-19 related restrictions on social distancing, what have you done to ensure local people can respond to the consultation?

This consultation was originally planned to last 6 weeks, which is usual for a statutory consultation such as this, but this duration was extended to 8 weeks to allow people more time to respond. We are doing everything we can to reach as many people as we can in this unprecedented time, including:

- Sending letters to residences in the area
- Newspaper adverts in print
- WCC Social Media
- WCC website
- Directly contacting WCC Councillors
- Directly contacting District Councillors
- Directly contacting Parish Councils
- Sending printed versions of the materials to those who request them due to lack of internet access
- Extending the consultation

How are you reaching people without access to the internet?

According to the Office for National Statistics, 93% of households had access to internet in 2019, therefore the vast majority of people should be able to access the online consultation. However, we want to ensure everyone has the opportunity to be involved so we are also trying to reach people without internet, whilst adhering to Government's instructions regarding COVID-19:

- We are sending letters to residential properties in the area, which includes council contacts.
- Parish Councils have been informed of the consultation and provided a telephone number to call

When are the works planned to start and end?

Works are planned to start on site in 2024/25

Completion date for the works is planned to be in 2026/27

How is the project being funded?

Funding is still being sought but proposed funded is through a combination of Department for Transport, West Midlands Combined Authority, Homes England and Developers.

Why are shared pedestrian and cycle facilities going to be provided?

Shared pedestrian and cycling facilities are being provided in order to create better sustainable transport links in the local area

Will there be future phases after this scheme linking to A45 or A452?

A future phase is on Coventry City Council strategic transport programme, as part of the Coventry South package. However, at this time no works are being undertaken on any feasibility work on a further phase. Clearly this position will be reviewed should the need arise.

Will the scheme stop rat running?

The aim is it will help reduce the inappropriate use of minor roads such as Crackley Lane, Red Lane and Cromwell Lane for traffic wishing to access the University and its surrounding area.

Will this scheme increase growth within the area?

Current planned growth is set out in both Warwick District and Coventry City Local Plans these have been scrutinised by an Inspector as part of the EiP process before being found to be sound and then adopted by each Authority. The scheme aims to facilitate and support the housing and employment proposals contained within these Local Plans.

Will this have an impact on the environment?

Various surveys will be completed as part of the design process to minimise impact. Design and construction will be sensitive to the environment, this will be subject to challenge during the planning application.

Is this part of the HS2 proposals?

These are two separate proposals.

What is Very Light Rail (VLR)?

Coventry City Council is collaborating with WMG, Transport for West Midlands and Dudley Council to apply innovative research and development to the urban light rail sector. The aim is to create a reliable, frequent, environmentally friendly, battery driven hop on hop off transport system that will work in small to medium sized towns and cities at a fraction of the cost of a traditional tram. A pioneering world first, VLR will operate autonomously at a high frequency to provide a turn up and go service. There will be no unsightly overhead cables and the track will be able to be laid without the need to relocate services which is time consuming and expensive. VLR aims to provide a real alternative to the car

Is this to do with the football stadium proposals?

We know as much information regarding the football stadium proposals as has been made public. Currently there is no planning application and exact site details have not been made available. When more information is available these will be assessed to see how they affect the scheme.

Will there be further consultations?

There will be a further consultation during the detailed design process. When a planning application is submitted there will be further opportunity to comment on the proposals.

How can I learn more about the scheme?

If you have any questions or comments you can contact us via our email address A46LinkRoad@warwickshire.gov.uk

Why has the traffic modelling been limited a particular area?

The traffic modelling has been carried out using a wide area model (CASM – Coventry Area Strategic Model) to inform a more detailed model of the local area. This means that the travel patterns to and from the local area have been looked at for the different options, and this forms the input and output data for the local model. For the purposes of this initial stage of design this level of detail provides a good indication of the impacts on the local road network and allows the identification of impacted junction. In the next stage of design, the traffic models will be reviewed and additional branches may be added to the local network in order to demonstrate more fully the changes of traffic flow on the local roads in a wider context.

Does the spur road into the University only act as an entrance into the University?

Currently proposals are for the spur road to be a private connection into the University with no through access, the spur is expected to connect directly into the University's own roads.

What stage of planning have you reached on the proposed rail station and interchange?

The new station and interchange is at an early stage of the planning process, with initial studies underway to determine whether there is a case for the new station, and with Midlands Connect work is being undertaken to look at the infrastructure improvements required to improve rail services on the Coventry to Leamington line. Once these studies are completed, further discussions will be held with Network Rail and the Department for Transport to agree whether there is merit in developing the business case for the station.

Since Covid lockdown the traffic has been reduced to a fraction of what is used to be. What is the relevance of the traffic survey, given in time we may have a reduced level of traffic in the future?

Traffic levels are currently reduced to lower levels, although following an initial sharp decline traffic flows are now increasing again. The traffic flows continue to be monitored and the model output data will be subject to sensitivity testing and assessment during the next phase of work to assess any demand changes, and to ensure that the data used in decision making reflects the expected future traffic flows, and this will be in line with Government guidance.

In the consultation documents land off Westwood Heath road has been identified as Allocated Housing is this correct?

No, this is an error, and the on-line plans have now been updated. The land in question is 'safeguarded' land. This means that it has been removed from the green belt but is not allocated for development and therefore remains within the rural area with rural and open countryside policies applicable. The land is safeguarded as it is considered one of a limited number of realistic opportunities for growth that could be considered during future Local Plan periods without further alterations to the Green Belt. The status of the land will only change through a review of the Local Plan following an assessment of development need and the identification of the most appropriate locations for development.

Why is there no specific option to just provide active or sustainable travel?

Both authorities are bringing plans forward to increase the provision for active and sustainable modes of travel. These include cycle and pedestrian provision as part of the proposals, maintaining existing pedestrian, cycling and equestrian provisions, and developing proposals around park and ride, a new rail station, and very light rail. A key aim of the scheme is to encourage active travel link within the existing network.