Stoneleigh Bypass

Stoneleigh and Ashow Parish Council Meeting (11/11/2021)

Darren Abberley (AECOM)
Paul Kinsella (WCC)
Adrian Hart (WCC)

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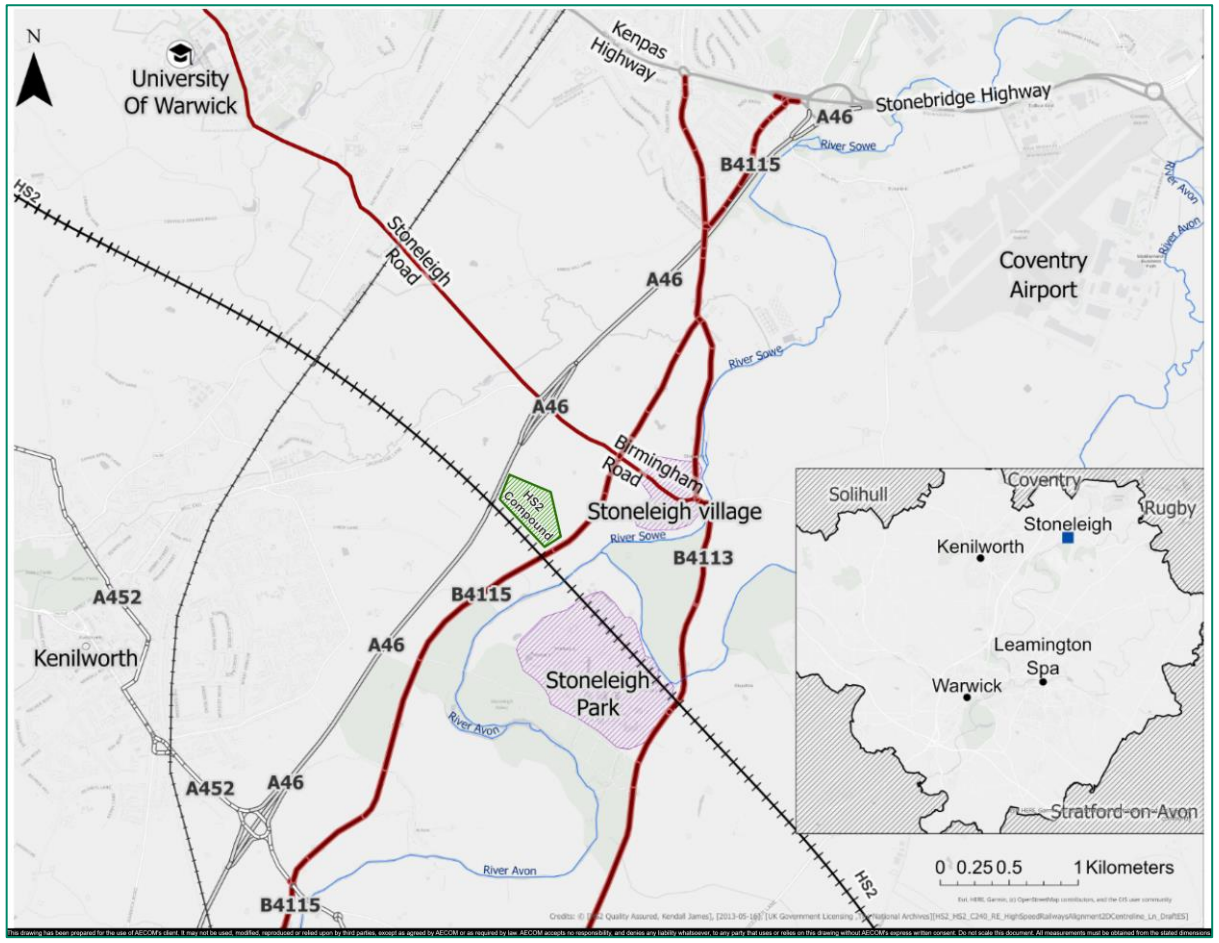
Agenda

- Background to scheme development
- Strategic Need for the scheme
- Objectives
- Option Identification – Longlist
- Option Identification - Shortlist
- Preferred Options
- Key scheme details
- Next steps
- Questions



Background

Aug 2017 – WCC commissioned Atkins to undertake a traffic management study in Stoneleigh and identify options for reducing traffic flows

May 2018 – Ordinary Meeting held at Stoneleigh Village Hall during which the outputs of the traffic management study were presented

July 2020 – WCC commissioned AECOM to produce a “light-touch” Strategic Outline Business Case, taking forward the work undertaken by Atkins

Winter 2020 – Engagement with Stoneleigh Business Park and HS2 to confirm preferred route alignments

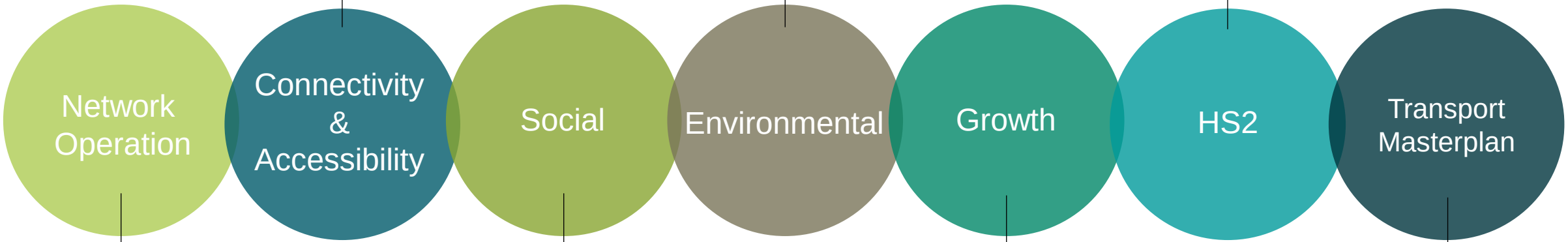
Nov 2021 – Parish Council meeting to provide latest update on development proposals

Setting the Strategic Case for a scheme

- Limited strategic connectivity
- Limited connectivity to PT hubs

- Noise pollution and emissions associated with high traffic flows
- Threats to the resilience and setting of the B4113 Grade II medieval bridge

- Significant opportunity to make use of legacy HS2 infrastructure



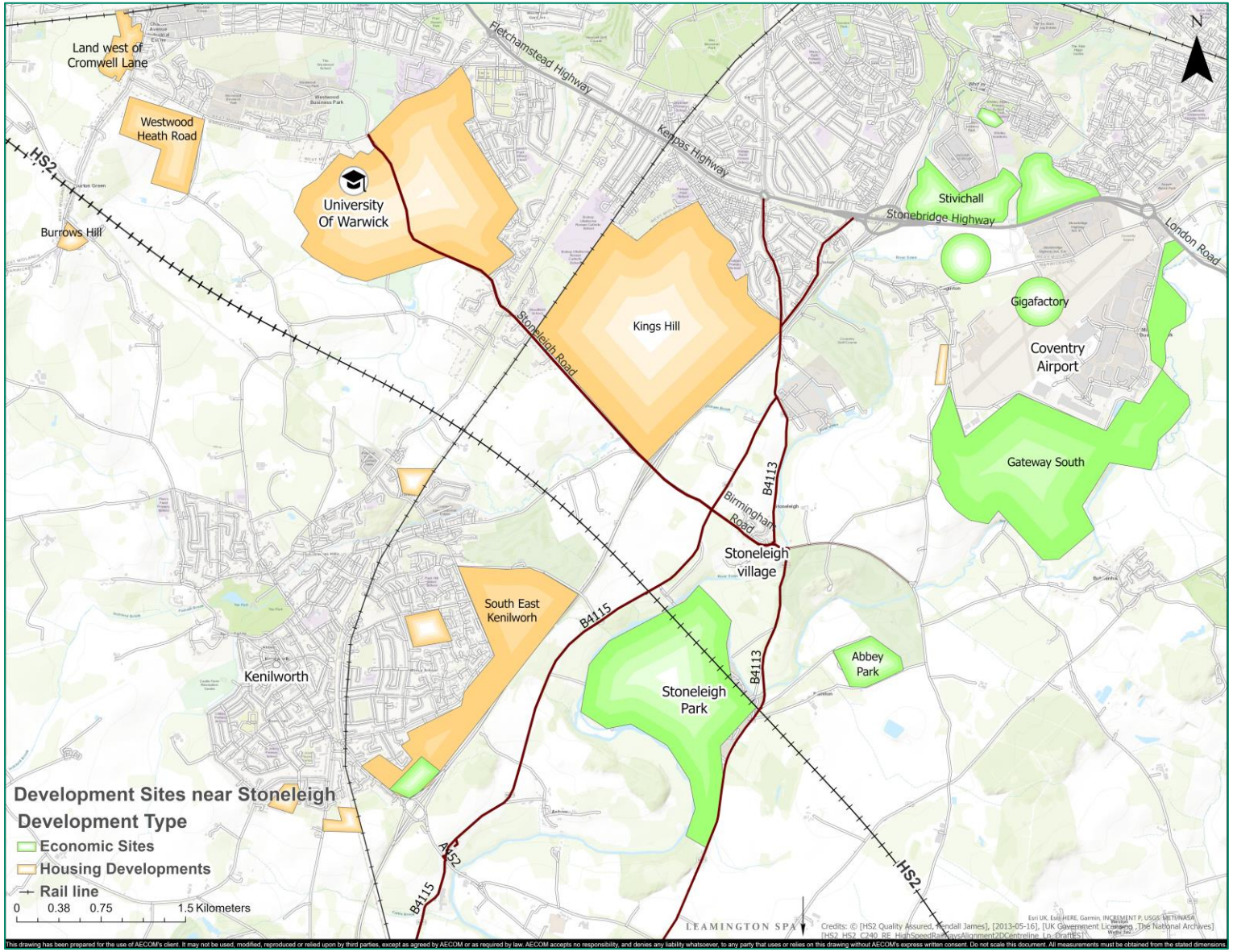
- High traffic flows through and on approaches to Stoneleigh Village
- AM peak JT delays through the village

- High traffic flows through the village impact upon attractiveness of the village as a place to lie and affects community cohesion

- Significant growth proposals in the vicinity will lead to an increase in traffic flows

- The “missing piece of the jigsaw” in a wider Transport Masterplan for the area

Growth Proposals



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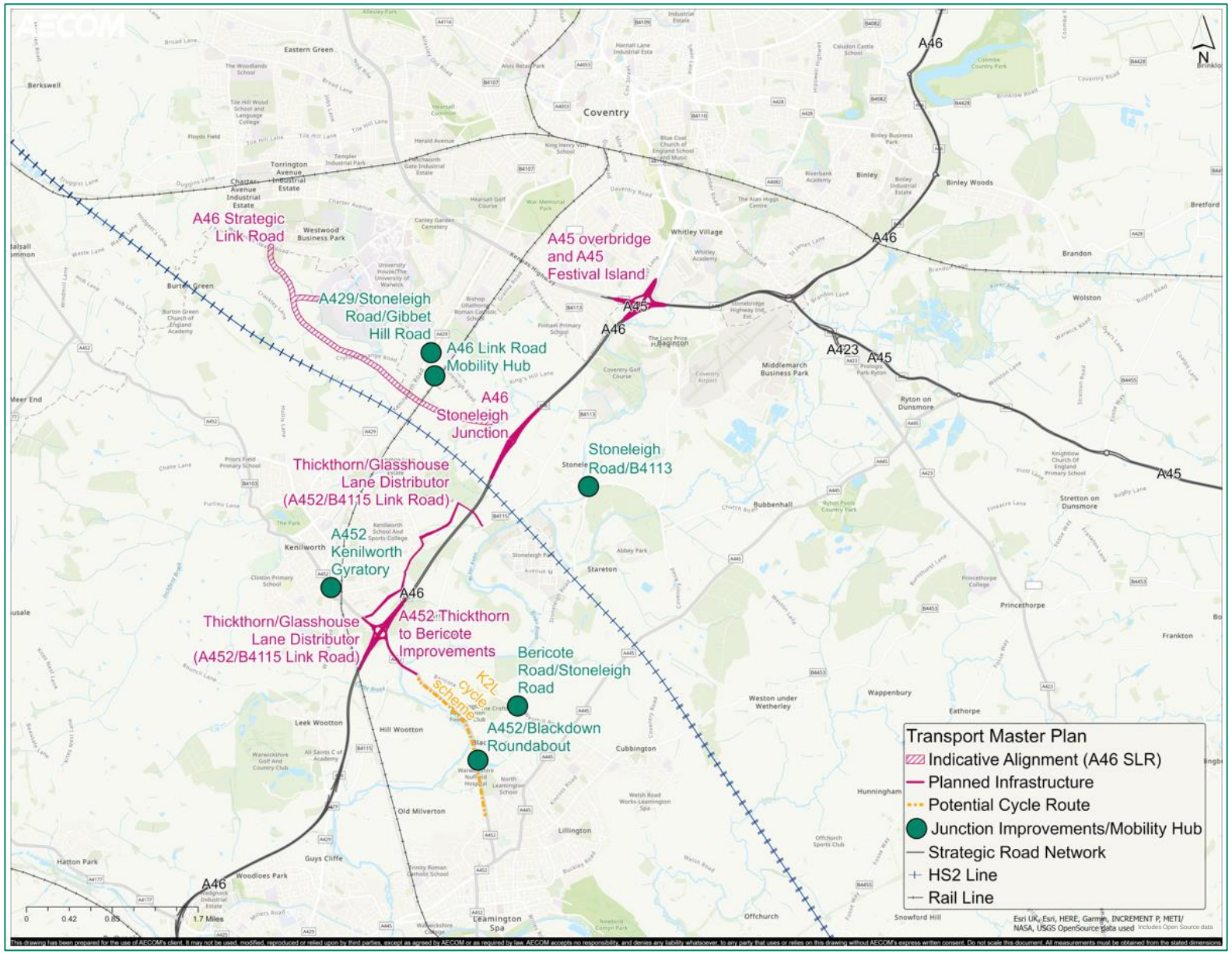
Transport Masterplan



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Objectives

1 To reduce traffic through the centre of Stoneleigh village and along the narrow bridge over the River Sowe.

2 To improve strategic access to Stoneleigh Park, the University and other key trip attractors and improve resilience of the local road network when issues occur on the wider network.

3 To complement the wider Transport Masterplan for the area and integrate with future development proposals.

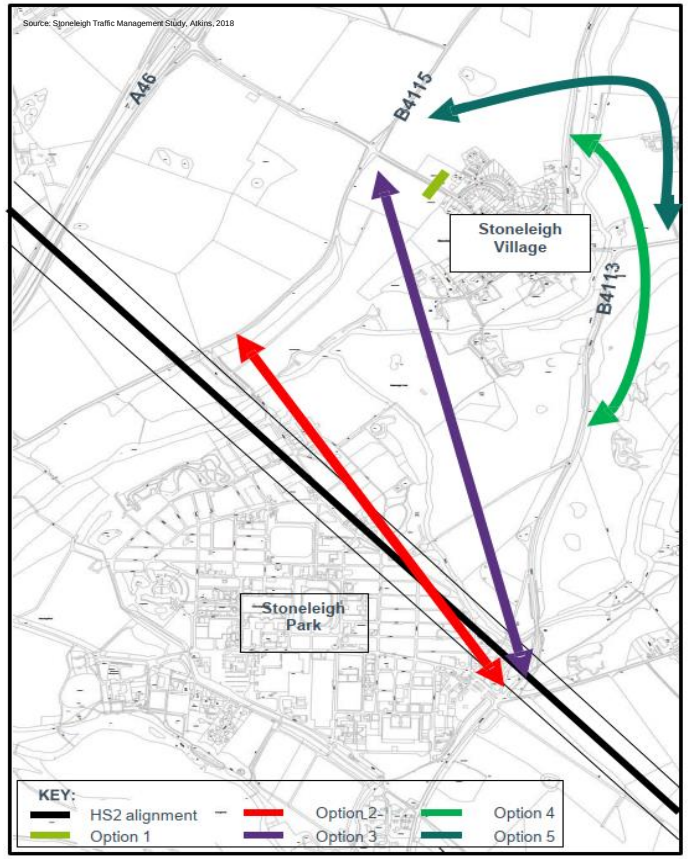
4 To reduce the environmental impacts of traffic congestion within and close to the village of Stoneleigh.

5 To make best use of the HS2 infrastructure being provided in the Stoneleigh area to ensure that potential solutions are affordable.

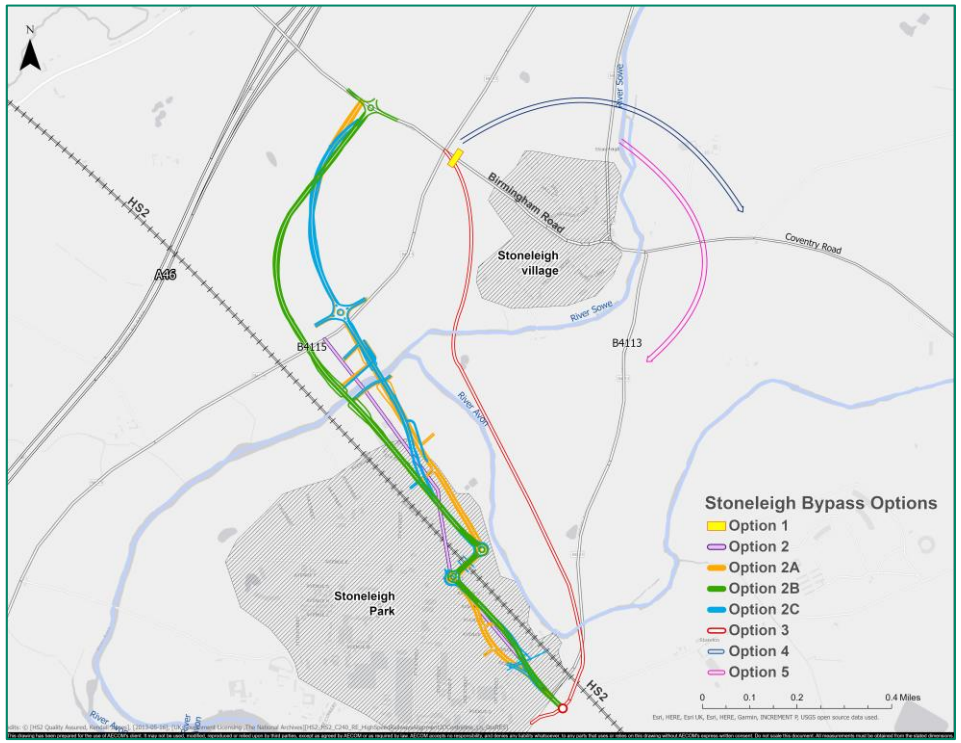
6 To ensure that potential solutions are deliverable within a realistic timescale.

Option Identification - Longlist

2017



2020



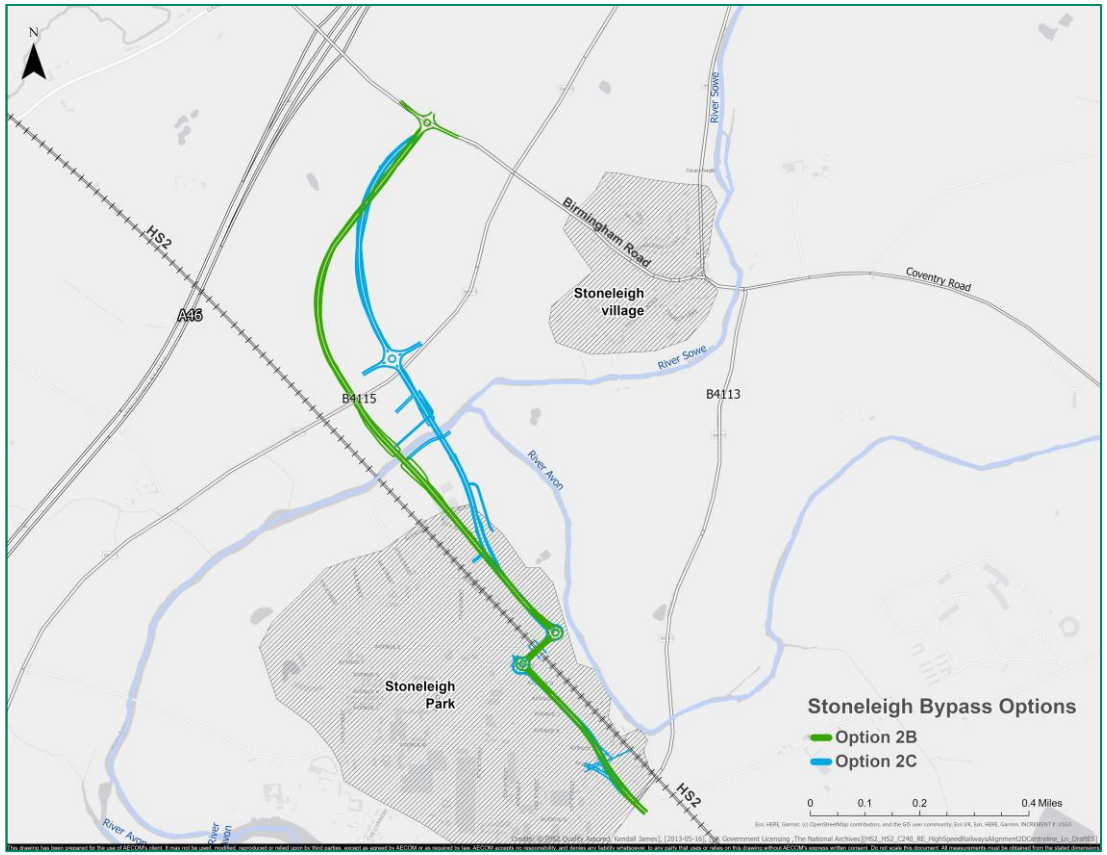
0	A “Do Nothing” option
1	Closure of Birmingham Road
2	Bypass through SBP, connecting via new roundabout on the B4113, crossing the new HS2 line on a skewed bridge and joining with the B4115
2a	Bypass through SBP, following a similar alignment to Option 2 and extending to Stoneleigh Road, connecting at a new junction to the east of A46 Stoneleigh Junction. A connection would also be provided to the B4115 via a new at grade roundabout
2b	Bypass through SBP, routeing over the HS2 line and under the B4115 using a wider culvert on the line of the existing HS2 culvert. It would then connect with a new junction to the east of the A46 Stoneleigh junction
2c	Similar alignment as per Option 2b although this Option would connect with the B4115 via a new at-grade roundabout, rather than passing through the widened HS2 culvert
3	Bypass to the east of SBP, connecting from a new roundabout on the B4113 before joining with the B4115 Ashow Road / Birmingham Road junction
4	Bypass to the east of Stoneleigh village, using an alignment between Stoneleigh Road & Coventry Road
5	Bypass to the north of Stoneleigh village, using an alignment between Coventry Road and Birmingham Road

Option Identification - Shortlist

- The longlist of options has been sifted based on the following process:
  - Engagement with Stoneleigh Park
  - Use of DfT appraisal toolkit
  - Appraisal of options against scheme objectives

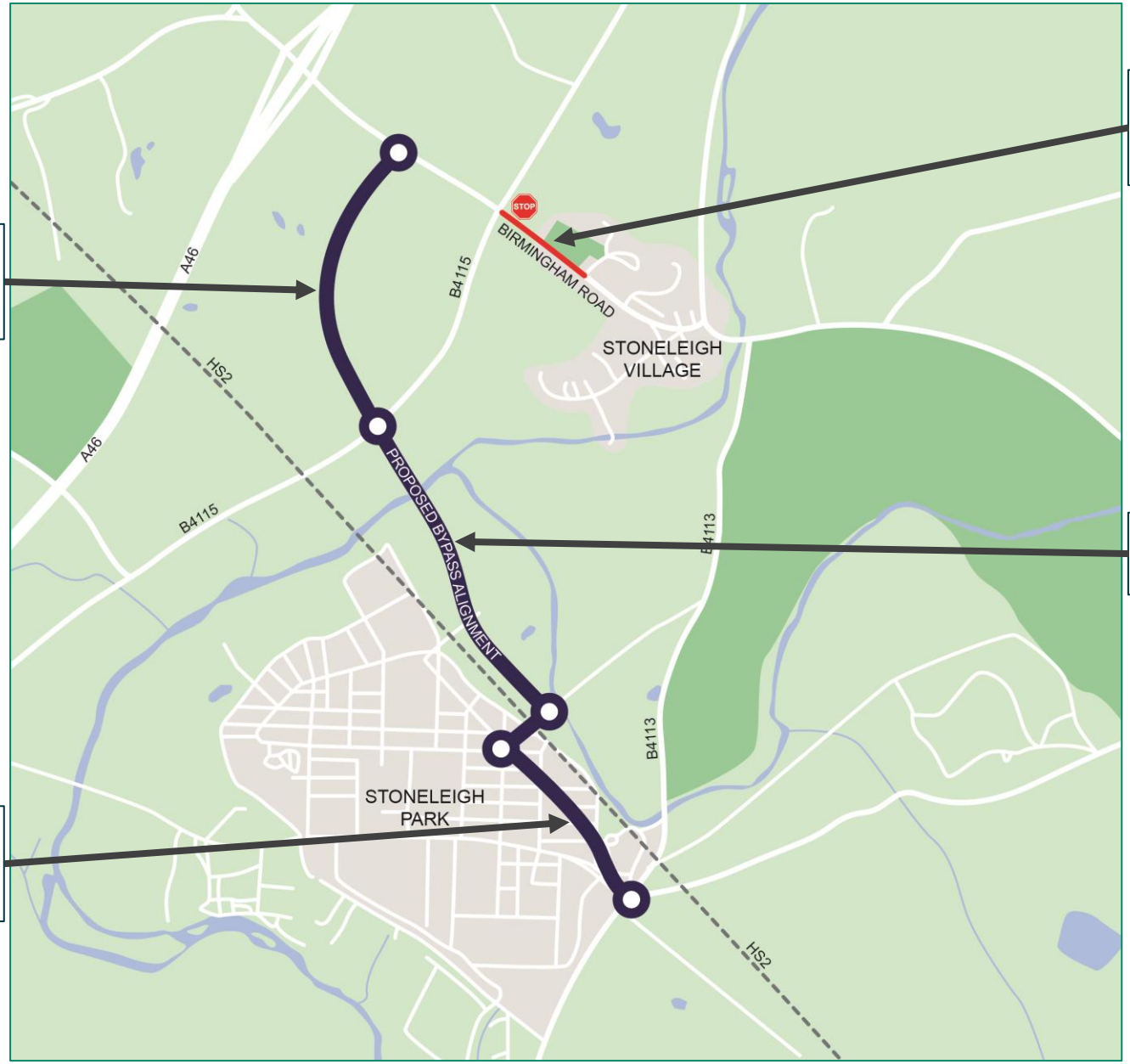
- This process has resulted in the identification of two preferred options

2b	Bypass through SBP, routeing over the HS2 line and under the B4115 using a wider culvert on the line of the existing HS2 culvert. It would then connect with a new junction to the east of the A46 Stoneleigh junction
2c	Similar alignment as per Option 2b although this Option would connect with the B4115 via a new at-grade roundabout, rather than passing through the widened HS2 culvert



Preferred Options

An at-grade junction connection with the B4115 Ashow Road to Stoneleigh Road



Closure of Birmingham Road between the Parish Hall and the B4115 Ashow Road / Birmingham Road junction

Link to B4115 Ashow Road & new bridge over River Avon

B4113 Stoneleigh Road to HS2 overbridge (WCC secured funding for an enhanced specification bridge)

Note: for the purpose of this slide deck only Option 2c has been considered in detail. Both Option 2b and Option 2c remain WCC's preferred options.

Key Scheme Outcomes

Reduced traffic flows through Stoneleigh village

No significant environmental constraints and the scheme would help to reduce noise and air pollution through the village

Closure of Birmingham Road and reduced traffic flows will help to encourage use of active modes and improved physical well-being

Scheme costs of ~£35m

Benefit Cost Ratio of 1.94

VfM Category	Implied by…*
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

Next Steps

- Continued engagement with Stoneleigh Park and HS2
- Requirement to secure funding
- Progression of the Business Case
- Further refinement of preferred options
- Public Engagement on preferred options in due course
- Delivery programme (~7 years+)

Thank you.

Any Questions?