

A46 Improvements Stratford to Evesham Stakeholder Consultation

Meeting Minutes

Date: Friday, 28th February 2025

Venue: Salford Priors Memorial Hall, 34 School Road, Evesham WR11 8XD

Chair: MP Manuela Perteghella

Attendees:

- Fiona McKenzie - Route Manager (Coventry, Warwickshire & Worcestershire), National Highways
- Ian Doust - Programme Development Manager for Midlands Operations Division, National Highways
- Colin Stewart – Chair, Stratford-upon-Avon Town Transport Group (TTG)
- Jon Launchbury - Bloor Homes, Head of Technical
- Claire Bevan - Ward Williams Director & Project Manager for Works
- Swati Mittal - Midlands Connect
- 27 Parish, Town, and District Council Representatives
- Stratford Herald
- Apologies received from:
 - Elizabeth Dixon, Accessible Stratford
 - Cllr Jan Matecki, WCC Transport Portfolio Holder

Summary

The A46 Stakeholder meeting was convened to discuss pressing safety concerns, ongoing infrastructure improvements, and future development plans along the A46 Stratford to Evesham corridor.

The meeting consisted of four main presentations from National Highways, Stratford upon Avon Town Transport Group, Bloor Homes and Midlands Connect, followed by a Q&A session from affected parish, town, district and county councillors. A key focus was on road safety improvements, junction developments, and coordinating works between developers to minimise disruption.

The meeting opened with a welcome from Kim James, Chair of Salford Priors Parish Council, who welcomed MPs engagement and active interest in the A46.

Manuela facilitated the agenda overview, explaining the structured format of the meeting, which included:

- Four key stakeholder presentations:
 1. National Highways

2. Stratford-upon-Avon Town Transport Group
 3. Bloor Homes Development Update
 4. Midlands Connect
- Q&A sessions after each presentation.
 - An open floor discussion at the end, allowing attendees to raise additional concerns.

Manuela also highlighted that:

- Some questions have been submitted to presenters in advance and will be directly addressed if not covered in presentations.
- All stakeholders will receive meeting documentation via email.
- Stakeholders who are not on the mailing list were invited to provide their contact details to receive future updates.

Speakers were then invited to introduce themselves, following which presentations commenced.

National Highways Presentation

Ian Doust provided an overview of National Highways' funding structure. He explained that operational budgets have remained static since 2012, with capital expenditure allocated primarily for major enhancement schemes. Additionally, designated funds exist for minor improvements, but National Highways has limited discretion over larger projects.

Fiona McKenzie also discussed litter collection responsibilities, highlighting that National Highways handles motorways, while A-roads fall under local authority jurisdiction. She also outlined shared traffic management initiatives to assist local authorities.

On, flooding she acknowledged issues between Oversley Mill and Shottery in October 2023 which led to additional drainage maintenance in the last 12 months, which meant that the A46 going through Stratford held pretty well even with large amount of rain.

A46 Safety Concerns & Planned Improvements

National Highways has identified the A46 as having an above-average collision rate, particularly due to drivers losing control at bends and general driver behaviour. This conclusion was drawn from STATS 19 data, a reporting system that collects serious injury and fatality information from local police forces.

To address these safety concerns, National Highways has developed a set of targeted safety improvements. Similar schemes have been successfully implemented in Herefordshire and Worcestershire. These measures aim to increase driver awareness of hazards along the route and reduce accident rates.

Planned Safety Enhancements

The safety improvement works currently underway focus on 7 bends and 18 junctions along the A46. The key measures being implemented include:

- Road surface and marking refreshes to improve visibility and traction.

- New hazard warning signs to alert drivers to dangerous sections.
- New bollards to provide clearer guidance on bends.
- 50 new direction signs on passive posts, designed to crumple upon impact, reducing the risk of serious injury in crashes.

The completion date for this work was originally set for 19th March 2025; however, geotechnical challenges have caused slight delays, and the new expected completion date is 25th March 2025.

A46 Development & Junction Improvement Works

National Highways is coordinating with **developers** to deliver further **A46 infrastructure improvements** in response to regional growth. Key upcoming projects include:

- **Drayton Manor Drive near Wildmoor** – Ongoing improvements, with a target completion around summer 2027.
- **Billesley Crossroads** – Expected upgrades scheduled for 2025-2026. Highlighting that these timelines are open to change.
- **Shottery Link Road** – Works due to commence as soon as possible in summer 2025.
- **Stonleigh Junction** – WCC improvement scheme, due to for completion early 2026.
- **HS2** – closure of A46, drop in event in Kenilworth on 15th March to understand when the closures are happening and where the diversion route will be. Link to event here: [HS2 Drop In - Kenilworth Town Council](#)

The timing of these projects remains subject to road space booking, finalised designs, and other logistical factors.

Next Steps & Stakeholder Coordination

National Highways will continue to work with developers and local authorities to ensure that planned safety and infrastructure improvements align with regional development needs. A copy of the detailed plans was requested during the meeting, and National Highways confirmed they would be circulated to stakeholders.

Follow-Up Questions:

- Concerns were raised about traffic speeds and the need for additional safety measures at Salford Island.
- Attendees questioned the effectiveness of current safety interventions and requested interactive signs and physical traffic calming solutions.

Safety Concerns at Salford Island

Parish representatives voiced significant concerns regarding traffic speeds exceeding 70 mph at Salford Island. The pedestrian right-of-way across the dual carriageway was highlighted as hazardous. They shared that County Highways officers described the junction layout as ‘poor’ and in need of redesign.

Suggestions included installing interactive signs for queuing traffic and visual obstructions to slow vehicles approaching the Island. National Highways agreed to consider these recommendations and engage with police partners to evaluate enforcement options.

Junction Safety Issues at Bidford and Billesley

Bidford Parish Council emphasised safety hazards at Haselor Junction, Binton Junction, and Redhill. Raised question about the option for the introduction of traffic islands as natural speed deterrents.

Binton Parish Council expressed concerns over Billesley Manor Junction, where a previous improvement scheme was deemed inadequate. A roundabout was proposed as a long-term solution. National Highways responded saying that estimated cost would be approximately £10 million.

A new design incorporating a dedicated right-hand turn is under review, with drawings to be shared for feedback. Attendees stressed the importance of comprehensive solutions rather than piecemeal interventions.

Stratford Town Transport Group Presentation

Colin Stewart introduced the Stratford Town Transport Group's (STTG) vision for improved connectivity. As a volunteer-led initiative, the group aims to enhance environmental sustainability, journey efficiency, and public transport accessibility.

Key stats shared:

- Clopton Bridge carries 23,600 vehicles daily on a road originally designed for much lower volumes.
 - 185 six-axle lorries pass through Stratford town centre every day, worsening congestion.
 - Alternative route studies have been commissioned, with £250,000 allocated for a transport review by SDC.
-

Key points raised in the Q&A:

- How does South Warwickshire Local Plan (SWLP) align with transport infrastructure - concerns were raised about infrastructure lagging behind housing growth
 - National Highways collaborates with spatial planning teams to anticipate development impacts
-

Bloor Homes Development Update

Jon Launchbury provided an update on the Shottery development. He highlighted the following points:

- **Relief Road & Roundabouts**
The Shottery relief road is nearing completion, with two roundabouts constructed to

improve traffic flow. Currently, 180 plots are occupied, but the road remains incomplete due to outstanding issues requiring approval.

- **Primary School Construction**

The construction of a new primary school within the development is scheduled to begin in summer 2025, with an anticipated opening in **September 2026**. Bloor Homes is working closely with the WCC to finalise the necessary approvals for construction.

- **Medical Centre & Retail Area**

A dedicated plot has been set aside for a medical centre, and Bloor Homes has initiated marketing efforts to attract interest. A retail area is also part of the development, with formal outreach expected in the next six to eight weeks.

Claire Bevan, Project Manager for Ward Williams, provided an update on the road improvements associated with the development, focusing on junction works and the long-anticipated Wildmoor Roundabout.

- **Evesham Roundabout**

The Evesham roundabout project was delayed by **eight months**, pushing its completion to **December 2023**. This delay had a knock-on effect, postponing subsequent works at Wildmoor Roundabout.

- **Wildmoor Roundabout Construction**

- The technical design for Wildmoor Roundabout has been approved, with plans for widening on all arms to improve traffic flow.
- However, an approved cycle path was built across the originally planned construction site, necessitating a redesign. This has delayed the roundabout's progress and required a new Section 278 agreement with National Highways.
- The **revised construction schedule** aims for work to begin in **June 2025**, with completion by **March 2026**.

Coordination with IM Properties

- **Minimising Disruptions**

Bloor Homes and IM Properties are coordinating efforts to minimise disruption to the road network.

- Bloor Home's work will take place during the day (9 AM - 3 PM), while IM Properties will operate at night to ensure continuous progress.
- Both projects will share the same contractors and traffic management teams, ensuring that the work is completed within one nine-month period, rather than extending disruptions over multiple years.

Challenges & Delays

- The cycle path issue required a redesign, significantly delaying the Wildmoor Roundabout project.
- Section 278 approvals from National Highways have been pending for nearly two years, causing frustration for stakeholders.
- Bloor Homes has tendered the scheme four times, facing increasing costs due to delays.

- The company continues to incur financial penalties due to inactivity on the project, making urgent approval essential.
-

Midlands Connect Strategic Overview

Swati Mittal presented Midlands Connect's work. Midlands Connect is a sub-national transport body, funded by the Department for Transport (DfT). Their role is to generate evidence to support investment in transport, with the goal of unlocking economic growth and strengthening connectivity across the Midlands. They take a strategic approach, focusing on the wider economic benefits of transport investment, rather than just addressing localised issues.

Overview of the A46 Corridor Strategy

- Midlands Connect developed its transport strategy in 2017, adopting a corridor-based approach.
- The A46 corridor was identified as one of the most significant economic transport routes.
- The corridor supports:
 - 2.9 million jobs
 - 5.5 million residents
 - Contributes £115 billion to the UK economy (9% of the country's total Gross Value Added (GVA)).
 - 22% of goods and services generated along the corridor are exported.
- Transport issues cannot be looked at in isolation; improvements need to be linked to strategic traffic flows and economic growth potential.

Midlands Connect studied the A46 corridor in phases to identify strategic investment priorities. Four key sections were analysed in detail:

- **Tewkesbury to Warwick**
- **Newark Area**
- **Leicester Area**
- **Lincoln Area**

Investment Priorities Identified:

- **Newark Bypass** (Already a funded scheme under Second Road Investment Strategy (RIS2))
- **A46 Coventry Junctions** (Includes a completed scheme and one pending start at Wall Street)
- **A46 junctions around Lincoln** (Syston area)
- **A46 near Evesham**
- **A46 Stratford to Warwick**

The first two schemes are already funded under RIS2, but the remaining four are Midlands Connect's investment priorities for the next 10 years, for which they are lobbying National Highways and DfT.


Key Concerns Raised:

- The Stratford-Evesham stretch has the worst accident record (2019-2023) but is not currently prioritised.
 - Police STATS 19 data is outdated, potentially underrepresenting near-misses and accident risks.
 - Infrastructure studies need refreshing to account for increased HGV traffic.
-

Table1: Questions and Actions

#	Questions	Asked by	Representing	Response	Actions
Questions addressed to National Highways					
1	Concern raised over road safety on the A46 stretch between Alcester, Oversley, Salford, Evesham. Navigating traffic at Salford Priors Island is hazardous for motorists, cyclists and pedestrians, (specifically crossing from Station Road to B439 Bidford. Could NH explore installing interactive “Queuing Traffic Set Back” signs?	Kim James	Salford Priors Parish Council	Ian Doust (NH) – this may not be a simple intervention, would need to check what power supplies are available there and there may be a lot of engineering work that would need to go into it. There is an existing safety scheme for Twyford so this can be looked into to see whether this intervention could be incorporated for this section as well. Narrowing of the roundabout may be slightly more challenging but can be taken away for consideration. Blocking visibility by planting can be considered but there is a similar roundabout which has currently got vegetation growing and the residents want the vegetation removed because they say it blocks their view of what’s coming around the roundabout. Need to find the balance between slowing the traffic whilst not creating a secondary issue.	NH to take this away, explore options for the intervention and report back.
2	Concern raised over the lack of speed enforcement measures on Stratford to Evesham stretch of A46.	Kim James	Salford Priors Parish Council	Ian Doust (NH) – This will be discussed with police partners. Fiona McKenzie (NH) – met with West Mercia police on 27 th February and due to meet Warwickshire police on Monday 3 rd March.	NH to update on the speed enforcement measures following the meeting with Warwickshire Police and follow up meeting with West Mercia after Easter.
3	Raised the need for putting in an island in	Huw Lewis	Bidford Parish Council	Fiona McKenzie (NH) – raised that islands are very costly making them a difficult intervention to implement.	

	places like Haselor to naturally slow down the flow of traffic. Could they be sponsored to reduce the cost?				
3	Will National Highways and WCC provide details of their prioritisation and timetable for the completion of the S38 link Road?	Mike Flaxman	Binton Parish Council	<p>Fiona McKenzie (NH) - There are a lot of people that are working very hard across various different companies and businesses to make this happen. There's liaison with Warwickshire County Council (WCC) on road space, competing issues with road space and budgets. There's a lot of different moving parts in this. Target date is June 2025 for works to commence.</p> <p>Jon Launchbury (Bloor Homes) - From Bloor Homes (BH) point of view this has also been extremely frustrating. BH have been working very closely with WCC and also with NH to resolve this. We're all working together to get this done as quickly as we can. Back in July 2021 we had a fully signed Section 278 agreement. It was signed and sealed and we've still got a bond in place of £3.2 million with NHBC for the works. So unfortunately we've been unable to do that with various different sort of sections. At WCC's guidance we weren't allowed to put traffic management on the network at the two locations at the same time (Evesham and Wildmoor). From BH point of view, we they would have loved to get this done at the same time. Secondly, a scheme by neighbouring developer was approved and actually put a cycle way footway across what was our already signed and fully ready to implement Section 278. Subsequently Bloor Homes and Ward Williams have had to go back and restart the process with National Highways to get a new scheme approved so that we can actually develop that on site.</p>	

				<p>So the aim, from a broad point of view, we want to break ground but that's not going to be feasible with the other works on - HS2, Birmingham Road, that's finishing shortly or in the near future. We are now targeting a date of June 2025 to get on site.</p> <p>Claire Bevan (Ward Williams) – we can't actually book the road space because we haven't had our addendum to the Section 278 agreed by National Highways and that's been held for a year since technical approval.</p>	
4	What are the plans to improve the Billesley junction on the A46 and what is the timetable?	<p>Mike Flaxman</p> <p>Fraser Henderson</p>	<p>Binton Parish Council</p> <p>Temple Grafton Parish Council</p>	<p>Ian Doust (NH) – Can get a drawing for it, it is going to be a dedicated right hand turn from the northbound A46. It will not be controlled in any way. That is the mitigation that is affordable for IM Properties who is the developer behind it. Would love to build a roundabout. Rough estimate on the cost of a roundabout there is in the region of £10 million. We do not have the funding for it and it would have to satisfy Treasury rules and at the moment it doesn't.</p> <p>Also there is not a sufficient land so the reason why it would cost so much is because we would have to purchase the land. We could look into it a traffic light but that would be very unlikely in that location purely because it's a rural road and traffic lights are very rare on rural roads because they're very hard to people not expecting them.</p>	<p>NH to share the drawings for the design of the Junction and look at traffic light installation as an option.</p> <p>07/03/2025: Copy of the general arrangement for the planned upgrade, designed by Systra on behalf of IM Properties now shared.</p> <p></p> <p>109539-SK-018 Rev D Billesley General A</p>
5	Issue with the width of A46 – A46 becomes a	Tereza Cullum	Bidford Parish Council	Fiona McKenzie/ Ian Doust (NH) – Weren't aware of this, that decision made long time ago before them joining NH.	

	single lane from Alcester to Stratford which leads to B439 to Bidford getting all the extra traffic. Why was that design decision made?				
6	Two dead speed cameras along A46. Who is responsible for removing them?	Mike Giddings	Kinwarton Parish Council	Fiona McKenzie (NH) -The speed cameras were put in by the Safer Roads Partnership, which was disbanded in 2007 when the government grants changed because at a time there was a government grant to fund each Safer Road Partnership. When that happened, it might have ended up on the “too difficult pile”. At the moment NH working with a couple of people from Warwickshire Police with a view of replacing them with more modern fixed site cameras. Can't give a time scale at the moment because it is in very early discussions stage but the view is that we very much want to get to see those up and running again.	NH to provide an update when there is further progress on the removal / replacement of these cameras.
7	Raised the issue of temporary signs and split sandbags being left on the verges after the recent A46 road closures.	Mike Giddings	Kinwarton Parish Council	Fiona McKenzie (NH) - The sandbags have been left because the water was coming down off the farmer's fields. It was overwhelming the ditch that was there, so they had been left there to stop the water flooding over the ditch and onto the A46.	NH – To look at whether the sandbags and temporary signs can now be removed.
Questions in response to Stratford-upon-Avon Town Transport Group (TTG) presentation					
8	When will the Stratford Relief Road study commence?	Mike Flaxman	Binton Parish Council	George Cowcher (Portfolio Holder for Planning and Economic Development at Stratford District Council) - SDC has just allocated £250,000 in the budget for the study and the plans, and are now looking at how soon can we get the study underway.	
9	How will the infrastructure be	Tania White	Binton Parish Council	Ian Doust (NH) – Whilst South Warwickshire is going through its local plan development, our spatial planning colleagues will	

	addressed following adoption of the SWLP?			<p>be engaging with them. All that takes in modelling and that's the data that we have to use and that should suggest what mitigations are needed. Once this is baked into the local plan, this would be used to decide whether it becomes part of what's called the Roads Investment Strategy (RIS) or whether it becomes developer led mitigation. But the crucial bit is once the SWLP is adopted we can start working much more closely on how that then gets delivered.</p> <p>George Cowcher (Portfolio Holder for Planning and Economic Development at Stratford District Council) - That is one of the key issues that we (SDC) are considering in preparing the new local plan and phasing is really, really important so that we don't build first and then put the infrastructure afterwards.</p>	
Questions in response to Bloor Homes and Ward Williams presentation					
10	<p>Why has there been a delay in a response from NH to Bloor Homes about their revised plans for completion of the S38 relief road?</p> <p>What has to happen for works to start in June?</p>	<p>Manuela Perteghella</p> <p>Mike Giddings</p>	<p>MP Stratford-on-Avon</p> <p>Kinwarton Parish Council</p>	<p>Fiona McKenzie (NH) – Don't have all the details but there have been discussions on who will be working in the day, who will be working at night. WCC have also got a scheme on the A3400 which has caused the main concern around not having clashes with the cycle scheme on Birmingham Road.</p> <p>Tim Sinclair (WCC) - Concerns with the next phase of Birmingham Road works - Phase 3. This is not just the cycleway works it's about traffic flow and making changes to the road, due to start next week (3rd March). Their [WCC's] concern is that during the summer season, having major set of traffic works on the A3400 and a second set running at the same time on the Alcester Road, which is the same side of town, would cause considerable difficulties, not just for residents, but for tourists and for businesses. Birmingham Road to be finished first and then this will likely be the next one on the network. Can't see any chance at all of the Birmingham Road being finished by June. So if they [WCC]</p>	<p>Ian and Fiona to take this away and find out if the addendum to Section 278 could be signed by NH ASAP.</p> <p>07/03/2025: Fiona McKenzie checked in with NH Third Party Works team to ensure the signing of the addendum to the Section 278 agreement is</p>

				<p>stick to no two schemes at the same time, you need to finish Birmingham road first, no chance works will start in June.</p> <p>Claire Bevan (Bloor Homes) - NH need to sign the Bloor Homes addendum to Section 278 for works to commence, this needed to be signed before Christmas but is still achievable on a three month notice period. Once this is signed the traffic management plans need to be agreed and approved, and the road space follows up.</p>	<p>progressing for the Bloor Homes work at Wildmoor roundabout. Confirmed that the addendum is underway and waiting on contract approvals which were recently sent to NH. There are currently no big showstoppers seen on the deed of variation and NH hope to see completion soon.</p>
11	<p>Raised question about what communication will Bloor Homes put in place to ensure that residents are well informed about the Wildmoor project progress, and any slippages in dates?</p>	Jenny Fradgley	Stratford Town Council/ Warwickshire County Council	<p>Claire Bevan (Ward Williams) - With the Evesham roundabout our hands were tied in how things were communicated to the public. The Wildmoor Roundabout is a completely different type of contract to what was on Evesham roundabout which means we have more control over the contractor.</p>	
Questions in response to Midlands Connect presentation					
12	<p>Raised point about difference between Coventry and Newark roads and Stratford to</p>	Sarah Robinson	Haselor Parish Council	<p>Swati Mittal (Midlands Connect) - So first two are funded schemes already, they are already committed scheme by National Highways:</p> <ul style="list-style-type: none"> • A46 Newark Bypass 	

	<p>Warwick, with former having visible improvements, are these expected on other parts of A46 as well? t</p> <ul style="list-style-type: none"> A46 around Evesham <p>A46 from Stratford to Warwick</p>			<ul style="list-style-type: none"> A46 Coventry junctions – One of the junctions is already constructed and open to traffic <p>The last four schemes:</p> <ul style="list-style-type: none"> A46 junction improvements around Lincoln A46 around Syston A46 around Evesham A46 from Stratford to Warwick <p>are all our Midlands Connect priorities for the investment in next 10 years and we are working equally on those four schemes. We don't have any particular priority order within those four schemes.</p>	
13	<p>Why is Stratford to Evesham section of A46 not included in the Midlands Connect priorities? Has the analysis been done on that section?</p>	Mike Giddings	Kinwarton Parish Council	<p>Swati Mittal (Midlands Connect) - When we did our analysis (2017-2021), we did look at different sections, and that section was looked at as well in engagement with the local authorities and at that time it wasn't flagged as one of the high priority ones. Also junctions around Stratford to Warwick were seen more as a priority. But if there is new evidence that can be provided, we can look at those junctions again. At the moment there would be no funding for that section of road. These are all priorities to basically lobby for funding.</p>	Swati to look at the additional evidence/case for Stratford to Evesham section.
14	<p>Study needs updating because it doesn't take into the account a major shift in the way that traffic using the Stratford-Evesham via Alcester section of A46 (major increase in HGV vehicles diverting via that road)</p>	Susan Juned	Stratford District Council	<p>Swati Mittal (Midlands Connect) – Things change, so when we refresh the evidence we will take these into consideration. Speaker. Engagement with WCC to provide the evidence.</p>	Swati to take this forward and look at how the priorities have been identified and whether the study could be updated to take into account changes to traffic

					using Stratford to Evesham Road.
15	Do you assess traffic accidents in your criteria?	Tania White	Binton Parish Council	<p>Swati Mittal (Midlands Connect) – We use Stats 19 database. So if it's captured in the database then it would get captured in our study. But if Stats 19 data was not refreshed with that kind of information, then it would have not been captured.</p> <p>Fiona McKenzie (NH) - Stats 19 data from police, is usually about 12 to 18 months out of date. So I'm not picking up on that data.</p>	NH – to explore how the data can be updated to reduce the lag.

Conclusion and Next Steps

National Highways committed to investigating concerns raised by parish councils. Midlands Connect will review the strategic case for the Stratford-Evesham section and share documentation with stakeholders. The importance of timely intervention and clear communication was reiterated, with an emphasis on avoiding long-term delays.

The meeting concluded with thanks extended to all speakers and attendees, underscoring the need for continued dialogue and proactive measures to enhance road safety and infrastructure development along the A46.